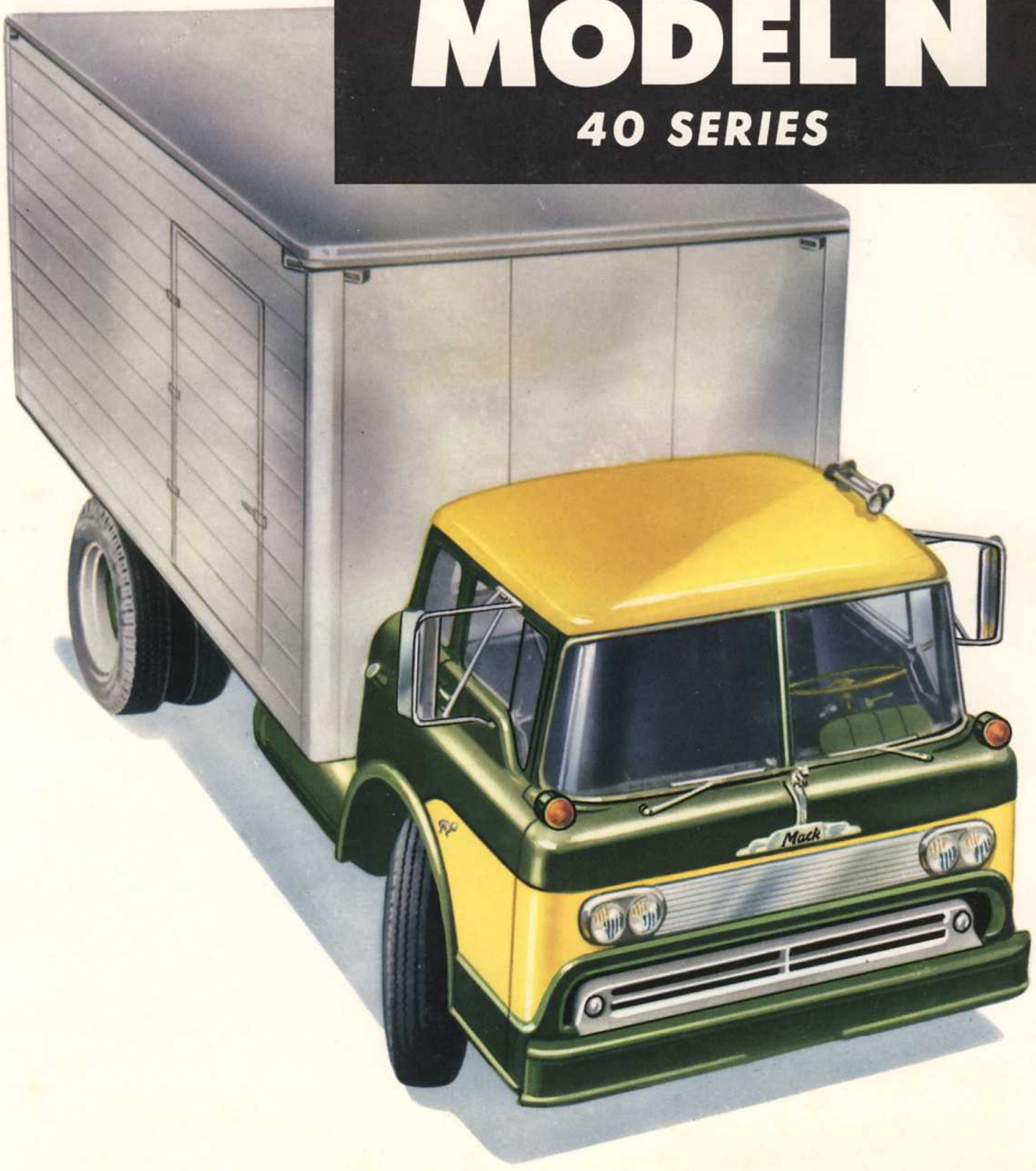
Mack

MODEL N

40 SERIES



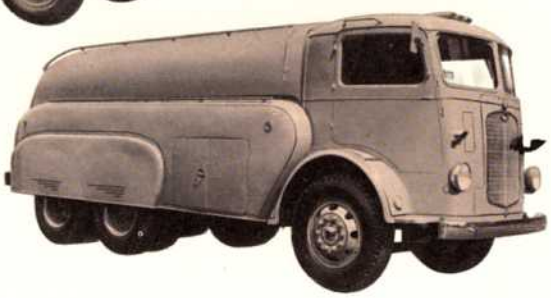
THROUGH THE YEARS...

1910

Mack COEs date back to the early years of the century, when this Mack Senior "High-cab" type was popular

1933

Between the Great Wars, interest revived in the COE and Mack produced its big "Traffic Type" models



These were supplemented by the medium-capacity U types in a broad range of models

1938

1953

For West Coast operations, the huge W models were created.

1953

After World War II, the highly-successful H group of highway-type COEs appeared and are still the favorite for highway freighting

Four- or six-wheeled, they are all Mack — Engines, transmissions, axles, frames and cab

Meeting today's exacting demands for local haulage of all kinds and for specialized types of highway service, Mack proudly offers the N Group with balanced tilting cab. It fulfills all ten requirements of the ideal cab-forward chassis:

COMPACTNESS
MANEUVERABILITY
MAXIMUM PAYLOADS
MAXIMUM VISION
DRIVER COMFORT
LOW MAINTENANCE COSTS
COMPLETE ACCESSIBILITY
EASY SERVICING
ADAPTABILITY
RELIABILITY AND ECONOMY

Robust, reliable and right, the N Group includes trucks and tractors, four-wheeled and six-wheeled.

and Now!

Eager, Agile
IN TRAFFIC

MODISH, YET FUNCTIONAL STYLING

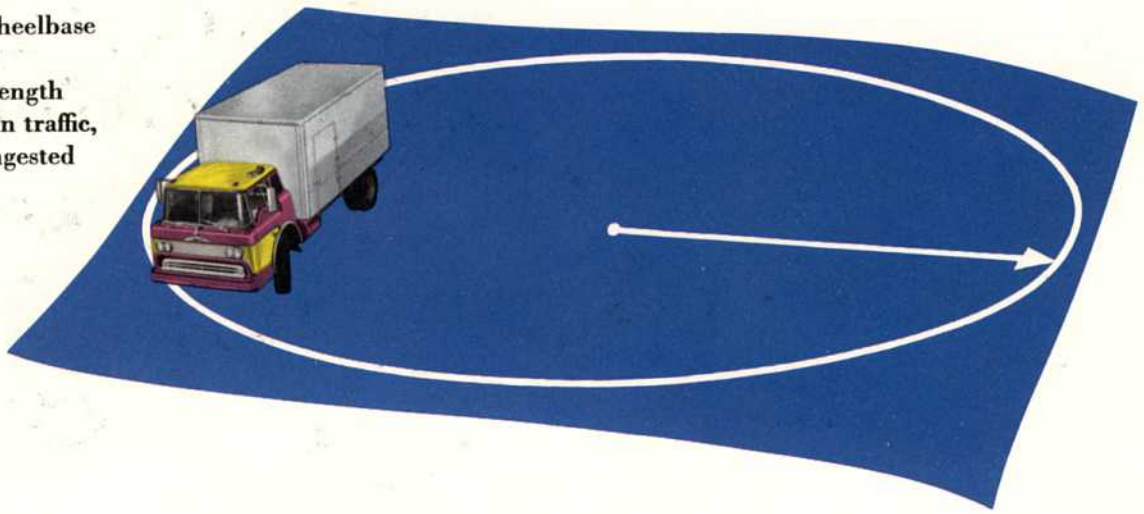
Pleasing appearance that is practical characterizes the styling of these models. Free of meaningless embellishments, their good looks are the result of their intrinsic proportions and will keep their up-to-dateness.

BRISK, LIVELY PERFORMANCE

To the tenacious power of Mack gasoline engines is added the most comprehensive selection of five, ten, and twenty-speed transmissions and axle ratios to assure high average speed, rapid acceleration and top grade ability.

MANEUVERABLE IN CLOSE QUARTERS

Wide tread and short wheelbase provide smaller turning radius for given overall length for easier maneuvering in traffic, in narrow alleys and congested loading bays.

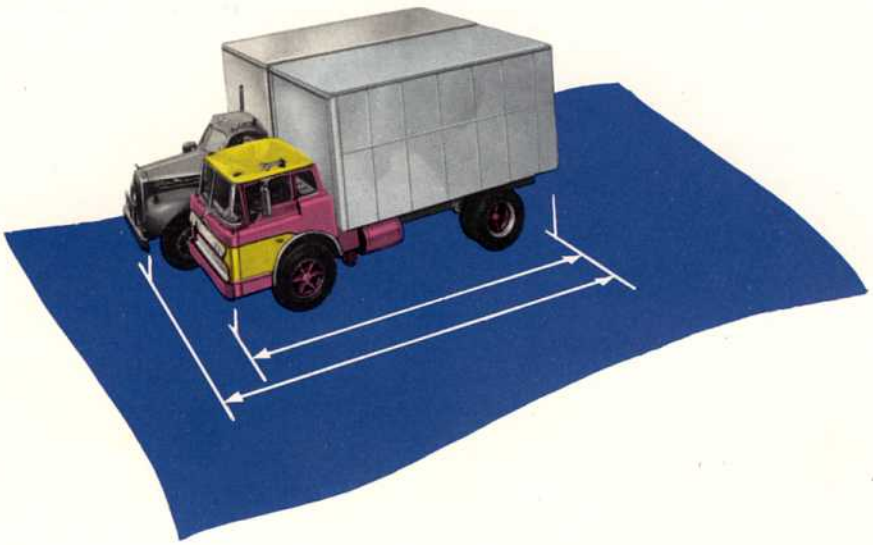


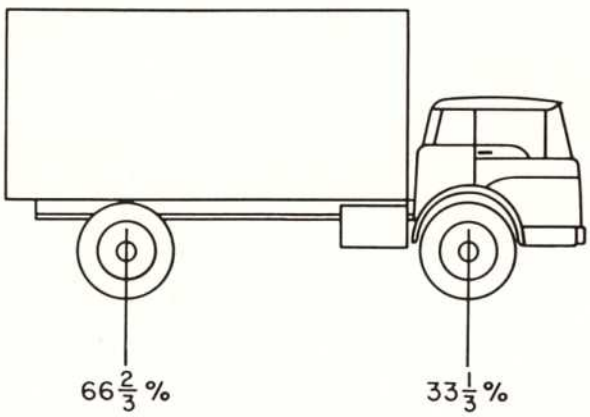
COMMODIOUS BUT *Compact*

THRIFTY OPERATION

To the acknowledged economy of Mack engines is added driving units by which the power is applied to keep them in the economy range under all conditions of operation.

Measuring only 82½ inches from front of bumper to back of cab, N-model trucks afford maximum body space within minimum overall length. This makes them easier to park and economical of garage and loading-bay space.

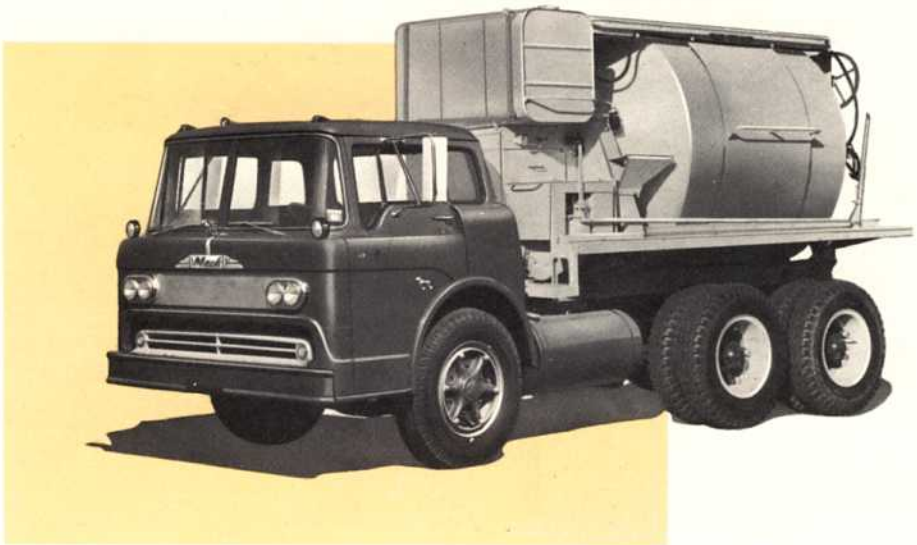




FLEXIBLE ADAPTABILITY

Set-back front axle and forward cab location afford ideal gross weight distribution for maximum legal payloads.

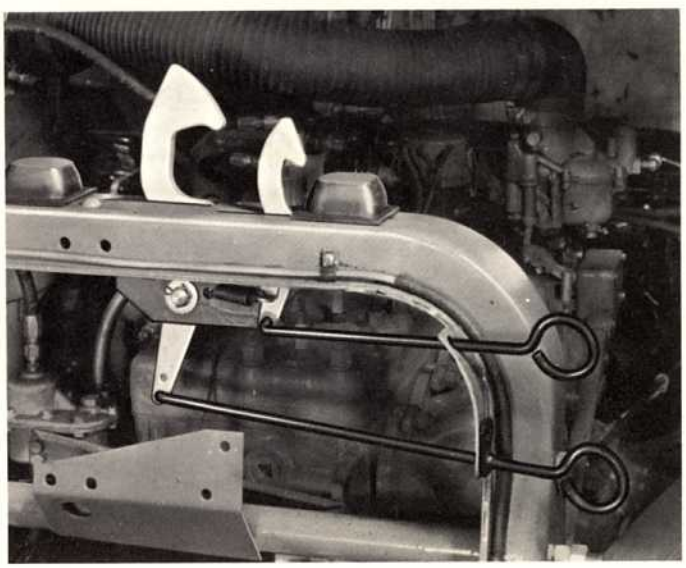
Close conformance with operating requirements and adaptability to specific conditions are the results of outright manufacture in Mack's own factories insuring the most modern design, complete harmony of components and strict quality control unavailable otherwise.



Plus FEATURES of the

EASY AND ECONOMICAL MAINTENANCE

Quick and unobstructed accessibility to the entire powerplant is afforded by the balanced tilting cab, plus the wide front wheel tread and widened frame at the front. These, plus the durability of time-proved, heavy-duty Mack components result in long periods between overhauls and few repairs.
For routine checking of engine oil, the cab need not be tilted, for a trap-door affords direct access to the dip-stick and filler.



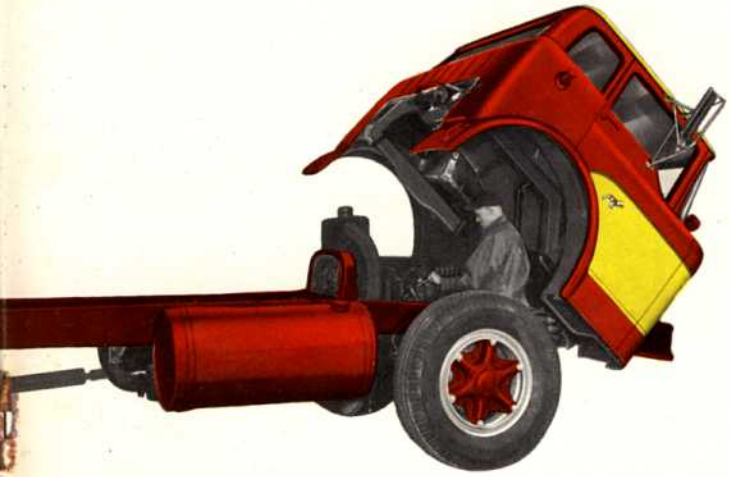
THREE-POINT SUPPORT

No matter how rough the road, the cab cannot be wracked, for it is supported on three points, two at the front being husky trunnions and the one at the rear a rubber-cushioned pedestal, up near the center of gravity.

LOW FLOOR, WIDE DOOR, ENCLOSED STEPS

Steps are enclosed by the doors so no collection of mud, snow or ice can create a hazard. Doors are wide and swing outwardly 70 degrees for easiest entrance and exit
To accommodate the powerful Mack engines there is a raised engine enclosure between the seats. This, however, is permanently sealed and fixed in place.

MACK *N Cab*



BALANCED TILTING ACTION

Easily and quickly tilted forward or restored to operating position by hand, without requiring outside power, the cab, including the wheel housings and floorboards is balanced by husky coil springs and provided with safety latches which lock it securely in place with double locks both when bedded and tilted, preventing any possibility of lowering accidentally when raised.

LUXURIOUS DRIVER'S SEAT

Drivers revel in the spacious comfort and convenience of the cab, with its luxurious seats, easy ride, convenient, positive and responsive controls, and highly visible instruments

BROAD VISION

Not alone is glass area at a maximum; but angles of vision are unequalled, both vertically and horizontally and in all directions

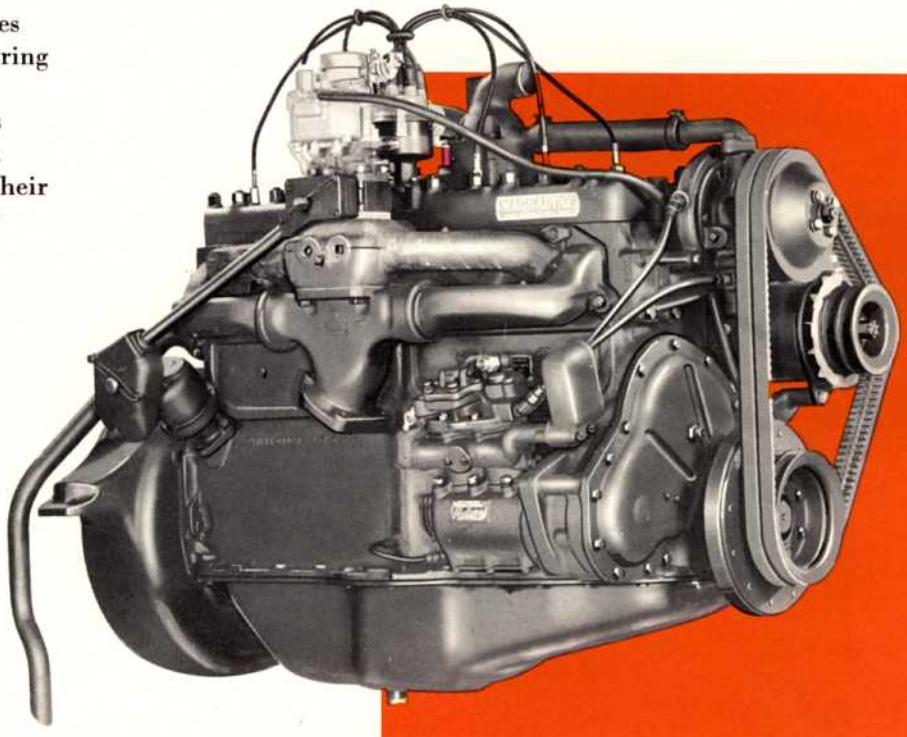
DUAL HEADLIGHTS

Maximum illumination with minimum glare

MACK - BUILT ENGINES

GASOLINE

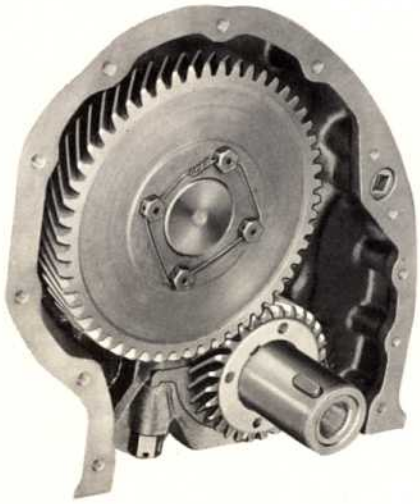
Mack Magnadyne gasoline engines are featured in these models, offering responsive, tenacious power and torque at such moderate r.p.m. as produces long life and reliability. These engines are unrivalled in their fuel economy. Just a few of their many exclusive superiorities are illustrated on these pages



DIRECTED WATER FLOW

Originated by Mack and carried to a high state of perfection, delivery of water from the pump is through metered, directional jets which direct it first to the critical areas about the exhaust valves and, in the diesels, injection nozzles.

MACK - BUILT COMPONENTS



EVERLASTING TIMING GEARS

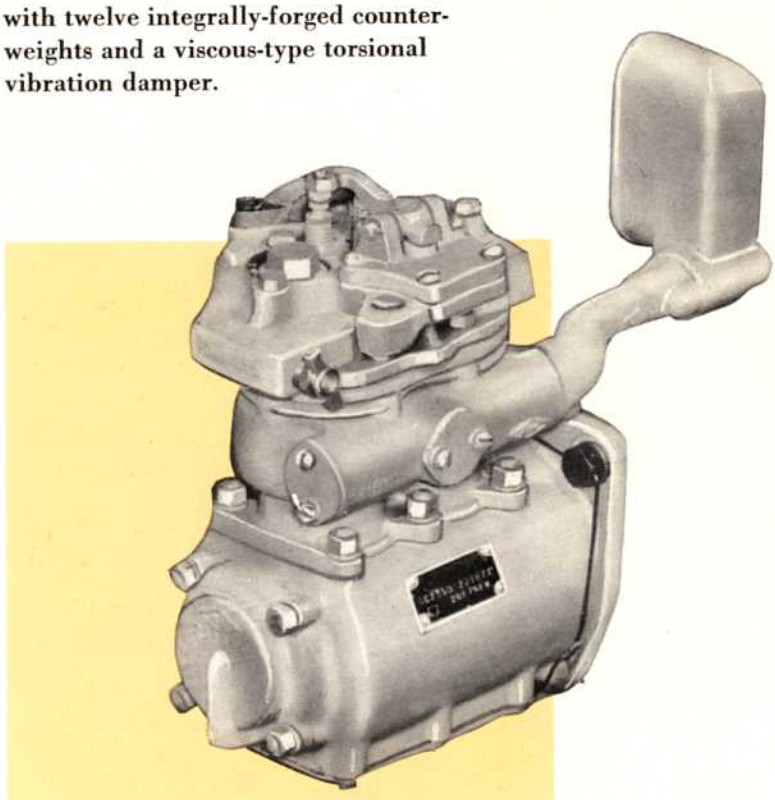
Lifetime durability, quietness and accuracy of timing are delivered by these case-hardened and generator-ground helical gears cut from upset, end-grain drop-forgings.

ANGLE-SPLIT CONNECTING RODS

Permitting larger crankpins and hence huskier crankshafts, the connecting rod caps are split at an angle of 35 degrees, with tongue-and-groove locks and retained by precision capscrews.

SEVEN-BEARING CRANKSHAFT

Smooth running crankshafts greatly reduce wear on bearings and eliminate destructive vibration. This is accomplished in Mack crankshafts by full counterbalancing with twelve integrally-forged counterweights and a viscous-type torsional vibration damper.

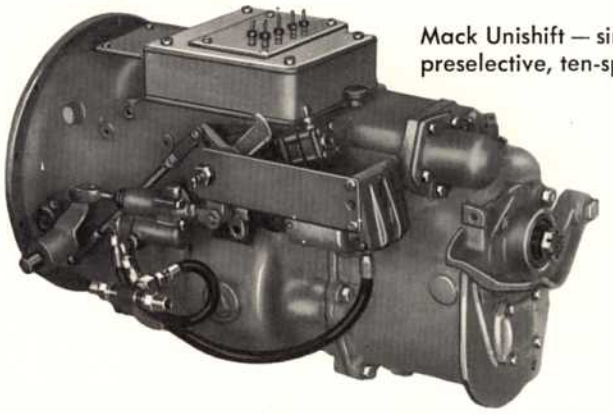


GEAR-DRIVEN, FLANGE-MOUNTED COMPRESSOR

Dependable supply of air and vibrationless running are secured by the rigid flange mounting of the compressor, alongside the crankcase, driven by gears direct from the timing train, cooled and lubricated from the engine cooling and lubrication systems.

MACK - BUILT COMPONENTS

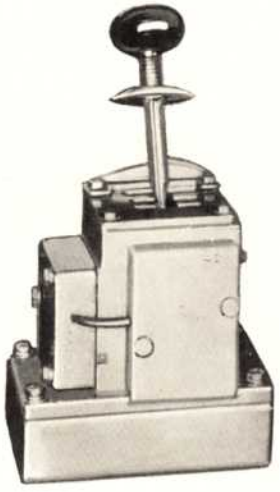
FIVE-, TEN- AND TWENTY-SPEED TRANSMISSIONS



Mack Unishift — single-lever, preselective, ten-speed

AIR SHIFT CONTROL

Effortless and positive gear-shifting is accomplished by the pneumatic shifting system. The driver manipulates a compact control, in the same pattern as a normal manual shift and pneumatic cylinders actuate the shifters in the transmission.

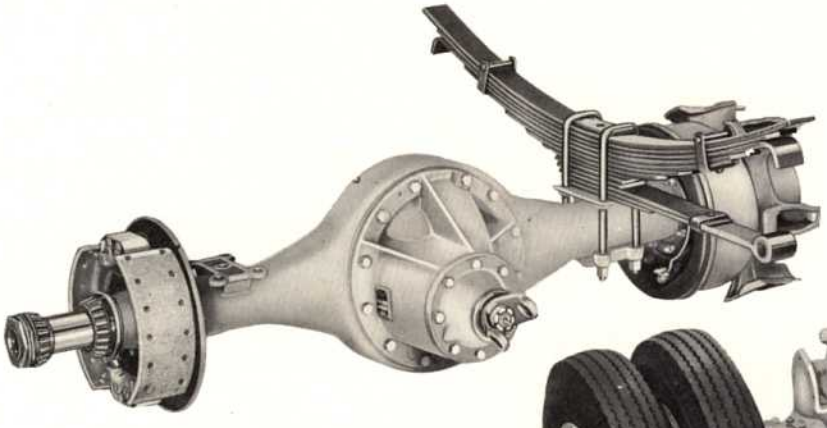


HYDRO-PNEUMATIC CLUTCH CONTROL

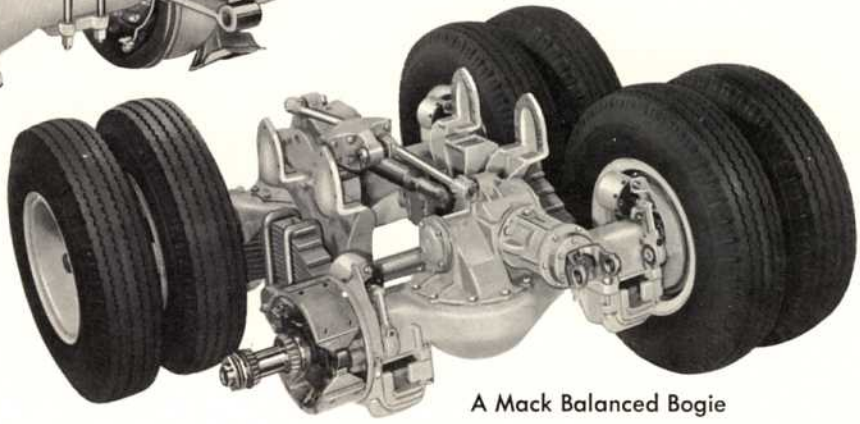
Easy and positive clutch control is afforded by the air-boosted hydraulic actuating system, comprising a pedal-controlled master cylinder with an air booster on the line and a slave cylinder on the clutch throw-out lever. The system is self-adjusting.

HYPOID AND DUAL REDUCTION AXLES

Affording a wide range of final ratios to suit every operating condition, the selection of rear axles includes single-reduction hypoid type, Dual Reduction and two-speed double reduction models.



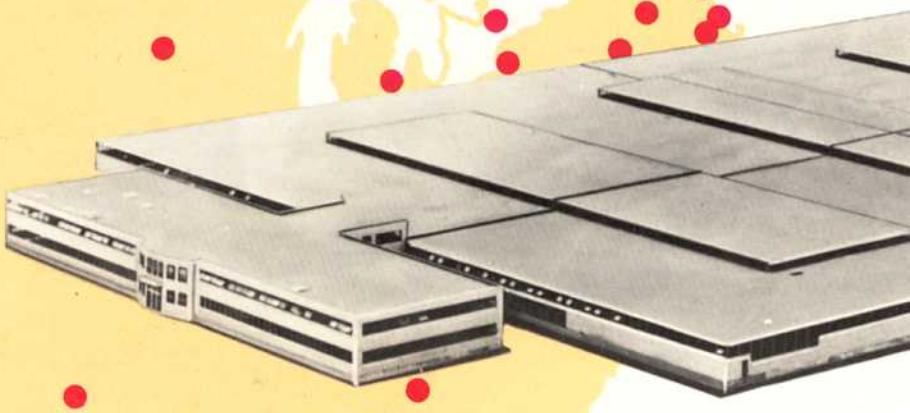
Mack rear axles available in hypoid and Dual Reduction drive



A Mack Balanced Bogie

Servicing THE USA

Prompt availability of parts so vital in maintenance is assured by Mack's unparalleled parts service. Near Somerville, N. J. is this vast parts supply plant, with nearly a half-million square feet of floorspace.



Distribution of parts is through regional parts depots to Mack factory branches and distributors.

MACK DIRECT FACTORY BRANCHES

SALES, SERVICE AND PARTS

Listed are the 58 Mack direct factory branches in North America, which assure Mack owners efficient service. Mack-trained mechanics employed in these branches are backed by a special group of service engineers and technicians constantly engaged in developing improved methods and tools for better and quicker work. Closely associated are more than 300 progressive Mack distributors and service stations.

Akron, O.
Albany, N. Y.
Albuquerque, N. M.
Allentown, Pa.
Arcata, Cal.
Atlanta, Ga.
Baltimore, Md.
Birmingham, Ala.
Boston, Mass.
Bridgeport, Conn.
Brooklyn, N. Y.
Buffalo, N. Y.
Charleston, W. Va.
Charlotte, N. C.
Chicago, Ill.
Cincinnati, O.
Cleveland, O.
Dallas, Tex.
Denver, Colo.
Detroit, Mich.
Erie, Pa.
Eugene, Ore.
Fort Worth, Tex.
Harrisburg, Pa.
Houston, Tex.
Indianapolis, Ind.
Jacksonville, Fla.
Jersey City, N. J.
Kansas City, Mo.
Los Angeles, Cal.
Louisville, Ky.
Manchester, N. H.
Montreal, Que.
Newark, N. J.
Newburgh, N. Y.
New Haven, Conn
New Orleans, La.
New York, N. Y.
Oklahoma City, Okla.
Omaha, Neb.
Philadelphia, Pa.
Pittsburgh, Pa.
Portland, Me.
Portland, Ore.
Poughkeepsie, N. Y.
Providence, R. I.
Queens, N. Y.
Richmond, Va.
St. Louis, Mo.
St. Paul, Minn.
Salt Lake City, Utah
San Francisco, Cal.
Seattle, Wash.
Syracuse, N. Y.
Tampa, Fla.
Toronto, Ont.
Washington, D. C.
Winnipeg, Man.

FIRST NAME FOR TRUCKS

MACK TRUCKS, INC. · PLAINFIELD, N. J.