

RD Series

MACK'S MOST VERSATILE LINEUP



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Mack's leadership continues today. Proven Mack powertrain components are standard in the RD truck, including I7 diesel engines from 250 to 400 horsepower. Smooth shifting T-200 transmissions. And Mack bogies that deliver maximum traction under the severest conditions.

Visibility also remains unsurpassed. The RD model features a sloped hood, halogen headlights and a compact cab with a panoramic view. Front axles with 34 1/2" spring centers ensure a tight turning radius and nimble handling on any job site.

The Mack RD Series truck. Its industry-leading design has earned the most loyal following in the business.

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...E SERVICE,
...AND OFF.

...ght for a Mack RD
...l to severe service
...sner quality vehicles,
...ction and snow remov
...n mixers and heavy-
...pplications. Available
... configurations, the
... on any task.
...nering need not take
... double walled, gal
...somy, quiet and low
...entry/exit. Driver's
...nd an adjustable steer
... the biggest drivers
...productive. And with
...rd cabs and rear axles,
...one of the smoothest
...ad.



...to please the
...trucks are well
...performed



For snow plow
applications, the
hood of the 80000
truck permits
quick engine starts.
Battery-type in-

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RD Series

THE POWER AND STRENGTH OF BALANCED DESIGN.

Mack's Balanced Design approach to powertrain and chassis is unique in the industry. Unsurpassed for sheer pulling power and dependability.

The standard RD600 chassis includes the Mack EM7-300 (300 HP) Maxidyne® diesel engine with chassis-mounted, charge-air cooling coupled to Mack's rugged T-2070, triple-countershaft 7-speed transmission. Completing the powertrain team is the Mack rear axle, proven superior on the toughest job sites.

All that power rides on the most respected chassis in the business: the rugged Mack frame. Strong arguments for the superiority of Mack engineering.

PROVEN MACK BOGIES: They've demonstrated their durability over billions of miles. Top-mounted dual reduction carriers offer straight-through driveline angles from transmission to rear axle carriers to help reduce scavenged horsepower and vibration, and extend U-joint life. Shorter wheelbases are also achieved. This, coupled with Mack's exclusive mechanical torque biasing inter-axle power divider, offers unsurpassed strength and performance required by the most demanding on- and off-highway applications.

STRONG REAR AXLES: Standard on the Mack RD600P model is the Mack 23,000-lb. dual reduction single rear axle with multileaf spring suspension. Standard on the RD600S model is the Mack 44,000-lb. dual reduction tandem axle with multileaf camelback anti-sway springs. Standard on the heavy duty RD600SX model is the Mack 58,000-lb. dual reduction tandem rear axle with multileaf camelback spring suspension.

THE FAMOUS MACK FRAME: Superior structural integrity comes from high strength, low alloy steel rails, heavy duty cross-members and bodybound bolts. A choice of frame specs helps you meet your chassis weight requirements.

MACK MAXIDYNE POWER: The Maxidyne concept provides constant power over a wide RPM range. Evenly spaced gearing matches engine performance to reduce shifts, keep revs low and simplify driving.

RUGGED FRONT SUSPENSION: Mack heat-treated front axles; available in taper-leaf or multileaf design, with load capacity ratings up to 20,000 lbs.

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In commercial or residential refuse applications,
the R2 Series truck is a proven performer.

The R2 truck is also
available in the
"Waste Control
40" series, with
shorter jumper for
easy configuration.

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