

THE TRIDENT AXLE FORWARD



A DOG IN FRONT OF YOU PUTS A LOT OF PEOPLE BEHIND YOU.

Time is money. That's why it's great to know that Mack's Australia-wide parts and service network is there to support you.

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BITES OFF MORE THAN THE REST CAN CHEW





BIGGER LOADS. A FATTER BOTTOM LINE.

For increased profit, extra payload and long or short haul versatility, the new Mack Trident Axle Forward has a lot to offer.

In classic Mack form, the original Trident earned its reputation as a hard-working no-nonsense rig. And when new higher-productivity configurations became available, we redesigned it to allow operators to maximise payloads.

The result – Trident Axle Forward – is a heavy-duty truck that features the shortest bumper to front axle measurement in its class. It's designed with 19m B-Double and tipper & dog applications in mind.

Its forward axle position means it's better suited to short haul work and is more versatile when it comes to trailer configuration. Axle Forward laps up freight, fuel or quarry applications with rigid, truck and dog, single or double trailer up to 90 tonne.

Axle Forward goes further. With superior ride and car-like comfort in the cab, a hard day's work has never seemed so easy for the bloke behind the wheel.

The Axle Forward just eats the work and the bitumen. Work smarter. Maximise payload, profit and performance with Trident Axle Forward.

Mack Trident Axle Forward. Bred to work for a fatter bottom line.



ENGINE & TRANSMISSION

ENGINE

MACK EA7-470 CCRS
12 litre, 6 cylinder
350 Kw (470 Hp) @ 1,800 rpm
2,250 Nm (1,660 lbs ft) torque @ 1,200 rpm

POWER-LEASH ENGINE BRAKE

Engine retarding power
313 Kw (420 hp) @ 2,100 rpm

AIR INTAKE & FILTER

Two DONALDSON 279 mm (11") Single dry type elements, mounted under cab

Painted PVH dust extractors and external raised air intakes located in front of the mirrors

Dash 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

FAN

KYSOR DYNAIR on/off drive with 660mm (26") 9 blade nylon 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 is specified)

TRANSMISSION

EATON RTLO-16918B with oil cooler
Twin countershaft 18 speed overdrive transmission

Forward gears : 18 Reverse gears : 4

Ratios : High : 0.73 Low : 14.40:1

Torque rating : 2,237 Nm (1,650 lbs ft)

CLUTCH

EATON 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 RT46-160GP

Nominal capacity : 20,900 kg (46,000 lb)

Front mounted carriers, Ratio 4.30 : 1

REAR SUSPENSION

HENDRICKSON HAS-461 air suspension

Nominal capacity : 18,100 kg (40,000 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, emergency release hand control brake valve, and tractor protection valve

DRIVELINE

SPICER 1810 HD main, 1710 interaxle

WHEELS

Front : Cast 6-spoke hubs

Rear : Cast 6-spoke hubs

22.5" x 8.25" silver steel tubeless rims

TYRES

Front : MICHELIN XZE-2 95/80R22.5

Rear : MICHELIN XDE-2 11R22.5

CHASSIS

FRAME

Low alloy heat treated steel

258 mm x 88 mm x 8 mm (10.16")

Single Rail

WHEELBASE

4,674 mm (184")

Rear Overhang : 1,422 mm (56")

CAB SUPPORT

Fully suspended cab

Front : Two rubber isolation mounts

Rear : Air isolation with shock absorbers

FRONT BUMPER

Lightweight polished alloy with inner light provision

AIR TANK

Single dual compartment belly tank inside LHS chassis rail

FUEL TANKS

Two 350 litre alloy round 660 mm (26") diameter with full length steps

BATTERIES

Four 12 Volt, mounted outside chassis on LHS behind fuel tanks

(Batteries mounted in sleeper when sleeper is specified)

ELECTRICAL

Chassis harness with non-flame proof protective conduit

CAB

SHELL

CA 65 Conventional galvanised steel cab, with "Visibility" doors meeting ECE29 cab compliance

Fibreglass bonnet and fenders with splash aprons

Bonnet tilts forward 75° with spring assist

Chrome grille, External sunvisor, Painted cab skirts

INTERIOR

Trim : Fieldstone grey pleated vinyl

Dashboard : Wrapround with white face on black gauges and woodgrain finish

Insulation : Full heat insulation and noise reduction package

Floor : Black rubber mat

Roof : Dark Warm Grey pleated trim with overhead roof console, courtesy lights, and speakers

Sound system : PIONEER DEH 5450 Radio CD

INSTRUMENTS & GAUGES

Speedometer / Odometer (Electronic)

Tachometer / Hourmeter (Electronic)

Voltmeter, Air pressure, Fuel level

Engine coolant temperature

Engine oil temperature

Manifold pressure, Air restriction indicator

Engine oil pressure, Brake air application

Transmission & Rear axles oil temperature

CLIMATE CONTROL

Heater / Demister

Integral cab air conditioner with in-dash and dash-top mounted vents

COURTESY LAMPS

Door entry lighting

Overhead roof console with driver and passenger courtesy lights

HEADLAMPS

4 HALOGEN 178 mm (7") round lights with perspex covers

HORN

Air : Two rectangular single trumpet

Electric : Dual single tone

MARKER LAMPS

5 roof mounted amber lamps

MIRRORS

Heated 'West Coast' style with stainless steel arms and brackets

LHS and RHS spotter mirrors

SEATS

Driver : Luxury 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

WINDSCREEN 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 with heavy duty 5mm cabling

FACTORY OPTIONS

ALTERNATOR

12 Volt, 160 Amp

EXHAUST

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

Dual 127 mm (5") vertical exhaust and mufflers mounted to back of sleeper

Dual 127 mm (5") vertical exhaust with mufflers FORWARD mounted, 3,500 mm height above ground (sleeper only)

(All exhausts can be optioned to 4,200 mm height above the ground)

TRANSMISSION

EATON RTLO-18918B (18 speed)

EATON RTLO-18918B-AS2 AUTOSHIFT (18 speed)

MACK T318LA (18 speed)

CLUTCH

EATON 'Easy Pedal' with VCT

EATON 'Solo' with VCT

FRONT SUSPENSION

Heavy duty shock absorbers and bump stop

Two 1,397 mm (55") long multileaf springs with shock absorbers (option on double rail only)

FRONT BRAKES

MERITOR DX195 disc brakes

Front automatic slack adjusters

FRONT WHEELS

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

ALCOA 9" Offset (285 mm PCD) polished alloy disc

ALCOA DURABRIGHT 10-stud (285 mm PCD) polished alloy disc (Standard or 9" Offset)

FRONT TYRES

MICHELIN XZY 295/80R22.5

MICHELIN XZE-2 11R22.5

MICHELIN XZE 275/70R22.5

REAR AXLES & SUSPENSIONS

MACK HAS440 / 200 (HENDRICKSON HAS-461air)

MACK SS 462 / 200 (camelback)

MACK NAS 462 / 200 (NEWAY AD246 air)

MERITOR RT46-160GP on HENDRICKSON PRIMAAX

MERITOR RT 46-160GP on NEWAY AD246 (air)

MERITOR RT 46-160GP on MERITOR AC6-S (6-road)

DANA DS D46-170P on HENDRICKSON HAS-461 (air)

DANA DS D50-170P on NEWAY AD246 (air)

DANA DS 521P on NEWAY AD246 (air)

Dana axle ratios available 4.30:1 to 7.17:1

REAR BRAKES

MERITOR EX disc brakes

(only available on RT46-160GP axles with HAS461 suspension)

Rear automatic slack adjusters

Type 30 / 30 brake boosters

WILLIAMS air ratio relay valve (not to be used for multiple trailer applications)

4-channel ABS anti-lock braking system

DIFFERENTIAL LOCKS

Driver controlled cross wheel differential locks on both drive axles

(only available on non-Mack axles)

REAR AXLE RATIOS

Ratio 3.91 : 1 (RT 46-160GP only)

Ratio 4.10 : 1 (RT 46-160GP only)

Ratio 4.30 : 1 (RT 46-160GP only)

Ratio 4.35 : 1 (Mack 200 series: recommended with Eaton transmissions)

Ratio 4.56 : 1 (RT 46-160GP)

Ratio 4.73 : 1 (Mack 200 series carriers – SS 462, NAS 462, HAS 440)

Ratio 4.89 : 1 (RT 46-160GP)

Ratio 5.02 : 1 (Mack 200 series carriers – SS 462, NAS 462, HAS 440)

DANA axle ratios available 3.07:1 to 7.17:1

LIGHTWEIGHT HUBS & DRUMS

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 PCD) polished alloy disc

ALCOA 10-stud (285 mm PCD) DURABRITE polished alloy disc (335 mm PCD wheels are not available on Mack rear axles)

REAR TYRES

MICHELIN XDY 11R22.5

MICHELIN XDE 270/70R22.5

FRAME

254 mm x 86 mm x 6 mm (10") + 6 mm Double rail

(Mandatory above 218" wheelbase and for GCM greater than 70 tonne)

TURNTABLE ANGLES

Full length turntable angles

(All wheelbases are available with or without turntable angles)

WHEELBASE

4,978 mm (196")

5,156 mm (203")

5,284 mm (208")

5,436 mm (214")

5,588 mm (220")

5,791 mm (228")

5,944 mm (234")

AFTERFRAME

1,700 mm (66.9") rigid rear overhang

(All chassis lengths can be specified with tapered ends)

BUMPER / BULLBAR

Delete polished alloy bumper

BOCAR fold down polished alloy bullbar