



CH600

S E R I E S



FEATURES/BENEFITS



I N T R O

The new Mack CH600 model is the first all-new, heavy-duty truck of the 1990s. As the heir to Mack's venerable R model, it assumes a major role for the industry as well as the company. The R model has set the standards for reliability and efficiency for almost a quarter century. It has earned its reputation through performance around the world. But just as the time was right in 1966 for the R model to succeed its predecessor, the B model. . . the time is right today to raise the standards even higher.

The Mack CH600 is the culmination of years of research into safety and serviceability needs, as well as comfort and convenience desires. Its thoroughly new cab incorporates the latest design and production technology, with over 30 percent more interior room than the R model. Luxury features and options include a variety of integral sleepers, air ride suspensions, and much more to truly create a long-haul "home on the road." And the CH600's standard axle-back configuration, aerodynamic options, and advanced chassis design set the pace for productivity.

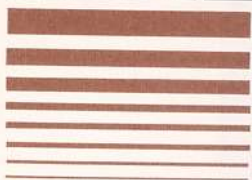
Now the Class 8 conventional customer can enjoy the ultimate in spaciousness and comfort, along with Mack's unsurpassed reliability and low life-cycle cost—***no compromise!***

Take a few moments to consider the substantial features and benefits of the totally new Mack CH600. I'm sure you'll agree . . .

"The time is right, and ***the product is right!***"

T. L. Warmkessel
Director
Marketing Product Planning

CH600 GENERAL



AERODYNAMIC

The silhouette of the CH600 boasts the world's first new truck sculpted entirely by the wind.

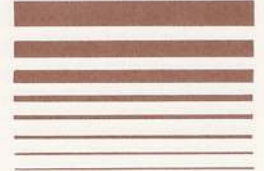
Its aerodynamic contour yields a remarkably low coefficient of drag.



The all new "CH", when combined with any of the various aerodynamic options, is fine tuned for efficiency. This integral combination presents a challenge for the wind and the competition in the 90s and beyond.



CH600 GENERAL



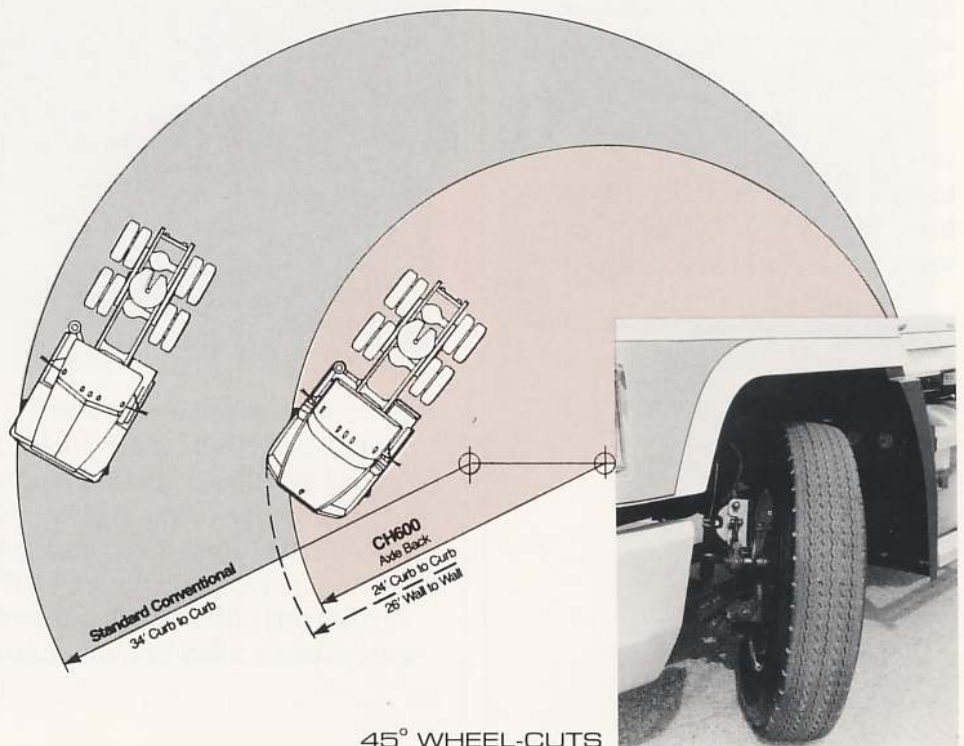
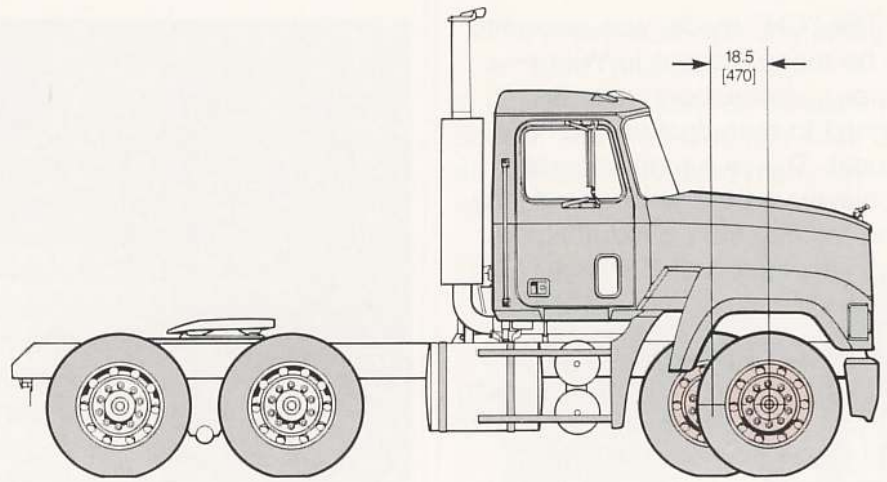
"AXLE BACK"

The "CH" maximizes its 112" BBC dimension by providing a standard setback axle or an optional axle forward setting.

The standard "axle back" position provides excellent weight transfer, maneuverability, and ride characteristics due to its 45° wheel cuts and front axle-to-back of cab dimension of 63". This critical dimension is the true measure of maneuverability and weight distribution.

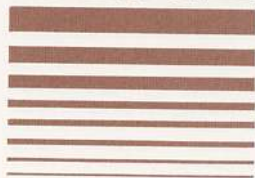
The axle forward position also features 45° wheel cuts and provides a dimension of 82" from the front axle to back of cab, enhancing its use in Bridge Formula states.

The benefits derived from the "CH" setback axle configuration and 45° wheel cuts are demonstrated by comparing a CH600 using a 139" wheelbase (76" CA) to a similar standard conventional using a 155" wheelbase (76" CA), the "CH" advantage is clearly illustrated; providing a "curb-to-curb" turning radius of 24', while the standard conventional provides a "curb-to-curb" radius of 34', an improvement of over 40%.



45° WHEEL-CUTS

CH600 GENERAL



WINNSBORO

The "CH" model was designed to be manufactured in Winnsboro . . . Winnsboro was designed to manufacture the "CH" model. This is a monumental achievement in the truck industry and the first time a manufacturer has accomplished this type of harmony.

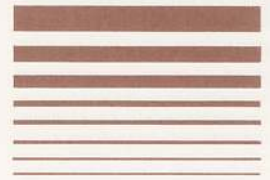
The "CH" was developed with "state-of-the-art" technology such as Computer-Aided Design (CAD) and Finite Element Methods (FEM) of testing.

The Winnsboro plant is the "state-of-the-art" in manufacturing. It is distinguished by extensive use of robotics, modular assembly techniques, computerized warehousing and material handling.

This integrated concept provides Mack Trucks and its customers with an extremely high level of quality, fit and finish with tomorrow's technology today.



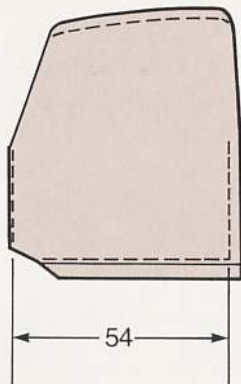
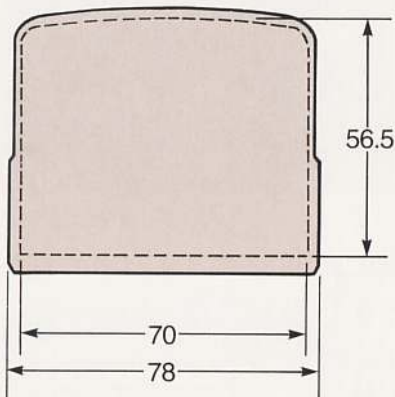
CH600 CAB



CAB

The "CH" cab is an all new, more spacious design than the venerable "R" model conventional cab. With an exterior width of 78" and an interior width of 70", this interior provides 10" more width than its predecessor.

Depth was increased to provide more belly room, and more than 4" was added to the height for increased headroom. The volume of the interior increased more than 30% over the "R" model without sacrificing critical weight.



All cab sheet metal is galvanized on both sides. The construction incorporates exterior skinned box section designs for durability, safety and corrosion resistance. The combination of robotics and a 40% reduction in the number of cab parts assures a consistent high quality product each and every time. Critical cab areas and key assembly stages are electronically scanned for quality assurance. As with all Mack cabs, the "CH" cab has a 5 year corrosion guarantee.



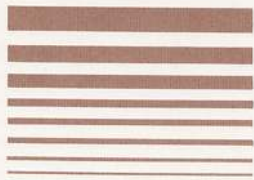
The entire exterior surface is a Class 1 finish, the same that would be expected on a luxury passenger car. The exterior finishes are base coat/clear coat PPG materials, providing an extremely deep luster, preventing oxidation and color deterioration.

DOORS

The entire door opening in the "CH" is of "one piece" construction. This assures consistent door fit and improves cab seal, as well as eliminating many unappealing spot welds.

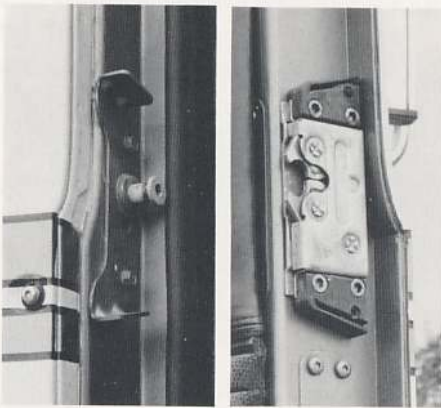


CH600 CAB

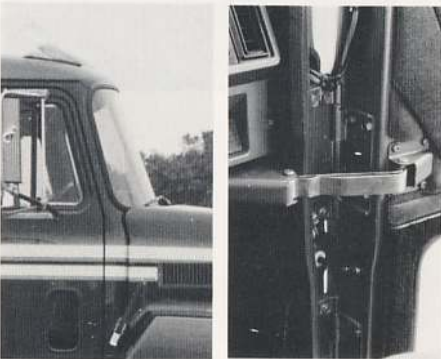


DOORS

The door latch mechanism is uniquely designed for positive, and solid, long term door fit. This fit assures a weather tight door seal.



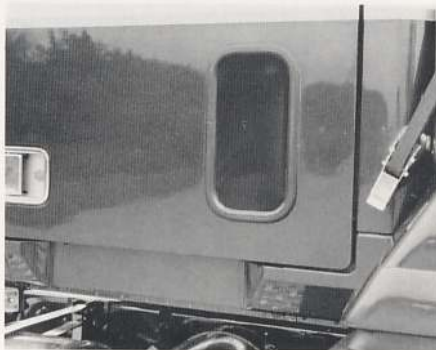
As with all Mack conventional models, the "CH" door hinges are concealed, protecting them from road dirt and debris. This provides a smoother exterior surface, better appearance, and hinge durability.



The flush mounted paddle type door handle was designed with both aesthetics and aerodynamics in mind. The paddle portion of the handle is pulled from the front of the chassis rearward, a natural movement in opening the door. In terms of function, the placement allows easy operation, as well as control of door opening.



Providing additional curbside visibility is a functional "peep" window in the passenger door, unlike some of the competition.



The driver's door incorporates the popular Mack two-way air vent with an added feature of louvers to direct air flow to the operator's feet and leg area. The Mack two-way air vent can be used to exhaust air as well as draw air. This assures excellent control of air circulation throughout the cab.



HOOD

The hood is constructed of a sheet molding compound (S.M.C.) processed material. This process provides excellent flexibility and control of design, an extremely high strength-to-weight ratio, and consistent component manufacturing. It also assures a superior surface for premium finish.



CH600 CAB



WINDSHIELD

The aerodynamically designed windshield is sloped a generous 20° with curved large radius corners. A two-piece windshield provides reduced replacement cost with a combined surface area of 1850 in.² for excellent driver view. In comparison to competitive vehicles, several of which are designed with a flat, vertical windshield, the "CH" design provides much less drag and better visibility.

The windshield wiper motor is a Bosch electric with a dual speed setting and provisions for an optional intermittent feature.

The motor is under hood cowl mounted, easily accessible for maintenance. Wiper control linkage is housed within a dedicated chamber to prevent chafing of wires or hoses. The wiper arms are large to create a wipe pattern that assures excellent visibility in adverse weather conditions and conforms to S.A.E. standards. Four windshield washer spray nozzles are located on the wiper arms in a predetermined pattern, emitting washer fluid to effectively and efficiently clean the driver's field of vision.

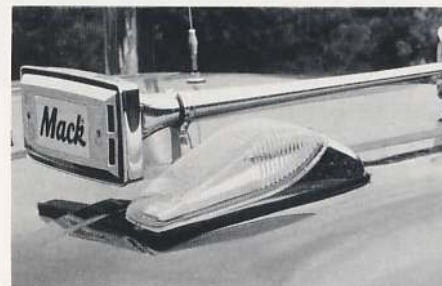


ROOF

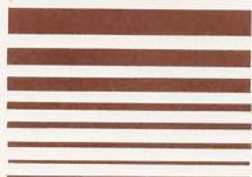
A sleek clean roof line design, with the elimination of the drip rail above the windshield, provides cleaner air movement over the cab roof.



All available marker and clearance lamps (optional pictured) are aerodynamically shaped, aesthetically appealing and create less drag. With the full roof air fairing, the lamps are mounted flush with the fairing for optimum air flow.



CH600 CAB



REAR WINDOW

The "CH" rear window is 912 sq. in. . . 18% larger than the "R" model for added visibility and safety.

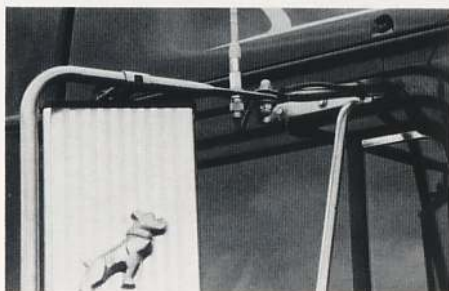


MIRRORS

Mirrors are bright finish Bulldog type with stainless steel arms for corrosion resistance. Mirror brackets are designed to accommodate 96" as well as 102" wide trailers and have the capability for the adaption of C.B. antenna mountings.



STANDARD



CB INSTALLATION

FRONT MOUNTING

The cab front mounting pivots are located at frame "nodal" points. This is the area of the frame that provides the least twist, jounce, and harmonic vibration, reducing cab stress and improving ride.

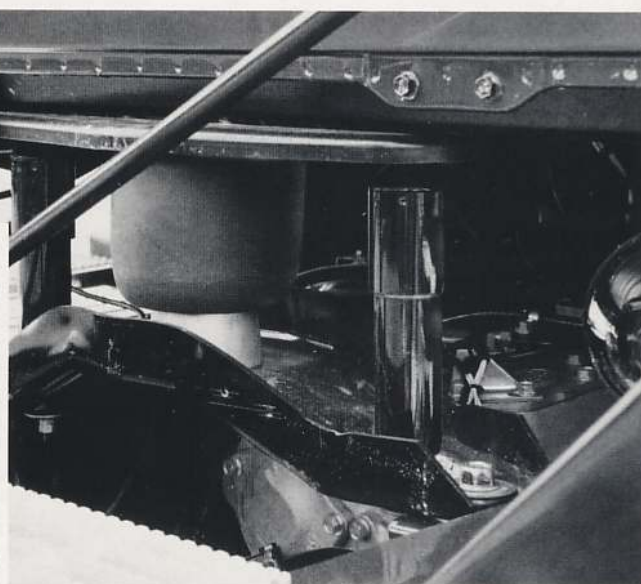


FRONT CAB SUPPORT

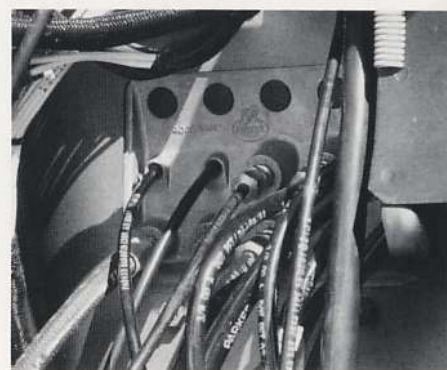
All air and electrical connections through the fire wall use either a dedicated manifold or bulkhead type fitting to eliminate through-cab air leaks, noise, fumes and dust.

REAR SUPPORT

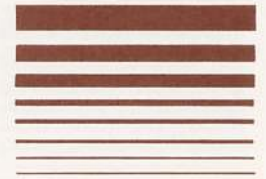
The standard rear cab support is an "air ride" type consisting of a single air spring and two shock absorbers. An optional fixed rear cab support is available.



REAR CAB SUPPORT



CH600 CAB



STEERING COLUMN

Standard on the "CH" is a tilting and telescoping steering column. This 4 dimensional movement maximizes driver comfort. An optional fixed column is available.

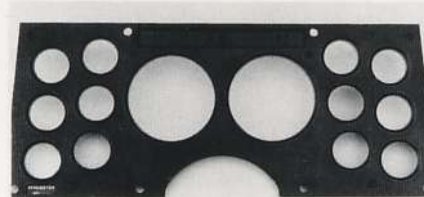
A two spoke soft feel steering wheel is provided as standard equipment. This minimizes visual obstruction of the dashboard and gauges.



INSTRUMENT PANEL

The standard instrument panel features a printed circuit board, electronic speedometer and tachometer, a panel of warning lights and plug-in style gauges. The gauges are located in accordance with T.M.C. recommendations. Removal of a failed gauge, or addition of an auxiliary gauge is achieved by simply removing

the bezel panel. This allows access to the face of the entire panel. Replacement of a warning light bulb is simple. Access to behind the dash panel is done by removing Torx head screws and simply turning the proper bulb retainer. All bulbs in the warning panel are the same, eliminating the need to carry multiple bulbs.



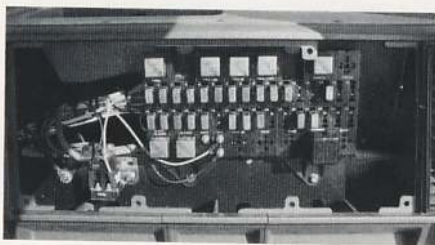
CH600 CAB



CIRCUIT PANEL

All circuit breakers are located in the instrument panel on the passenger side. The access panel can be removed by two easily operated tabs. The standard breaker panel contains 32 breakers consisting of 1 Type I breaker and 31 Type II breakers. The Type I breaker is used in the headlight circuit and will continually cycle to avoid total and permanent loss of headlamps. The Type II breakers trip and will not reset until the power is shut off and the problem is corrected. The circuit breaker panel also provides access to a "battery," "ignition" and a "ground" terminal for non-factory installed electronic equipment. This prevents indiscriminate splicing and potential overloading of delicate circuits.

Wiring diagram of *Kindura® is provided for ease of troubleshooting and is furnished with each chassis.



*Kindura® is a virtually indestructible paper.

Number-coded wiring is used throughout the "CH" wiring harness for easy diagnosis. All external terminals use environmentally sealed connectors. The system is capable of double-trailer operations without the need for an optional heavy duty wiring package required by the competition.

HEATING/COOLING

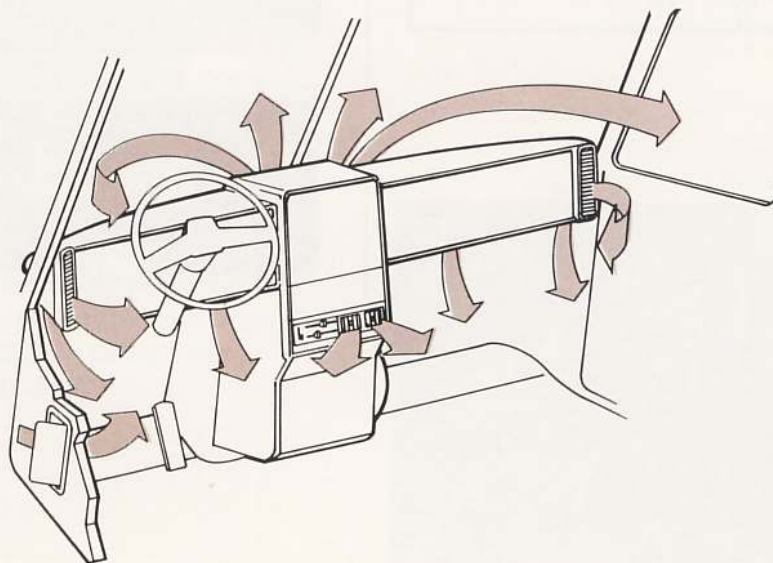
An integral heater/air conditioner is available. Heating and cooling is improved over the "R" model to optimize operator comfort. Since BTU ratings are somewhat misleading, it is appropriate to tout the unit's ability. The design goals were to maintain 100°F interior temperature with a 60 MPH headwind at -10°F ambient air temperature. Conversely, for cooling, maintain 70°F interior temperature with 60 MPH head-

wind, 40% relative humidity at 100°F ambient temperature. Results exceeded our goals in both cases!

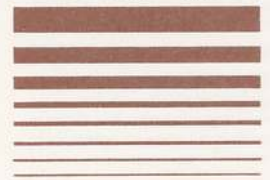
The heater/air conditioning unit including controls are easily removed from inside the cab. The entire unit mounts with 4 bolts. There are no hose connections inside the cab, eliminating any chance of in-cab leakage.

The air flow diagram below illustrates the magnitude of air movement throughout the cab. There are 4 heat outlets, 4 defroster outlets and 4 air conditioner outlets. All located for the occupant's comfort and optimum glass defogging.

The shape of the cab, the curved windshield, and defroster duct placement assures side window as well as rear window defogging.



CH600 CAB



PEDALS

"CH" pedal placement in conjunction with an adjustable air seat and tilt/telescoping steering wheel are placed per S.A.E. recommended practices.

The brake pedal is suspended, providing a dash mounted treadle valve less susceptible to dust and dirt, for improved durability and service life.

The clutch pedal is substantial in size for easy access and incorporates a "long life" metal shaft embellish bearing.

A metal scuff plate is affixed between the brake and throttle pedal protecting the floor and carpet from the operator's heel.



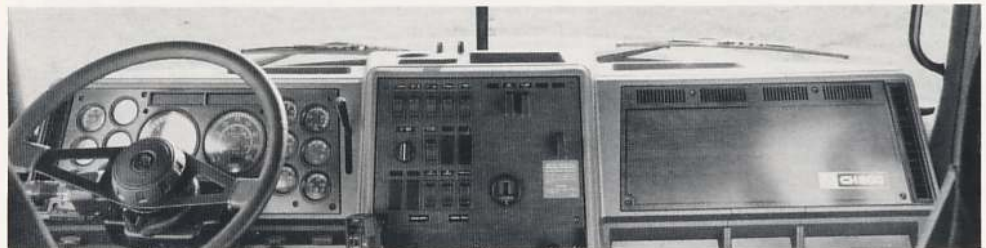
COCKPIT

Dual sun visors cover the entire width of the windshield. They pivot at the corner post for use as side visors.

Added features of the "CH" cab are multiple storage trays in-

cluding cup tray, C.B. holder, and ash tray on the dash for operator's convenience.

All electrical accessories are controlled by rocker switches, giving an appealing "cockpit" look.



SIGNAL SWITCHES

The standard turn signal switch incorporates the turn signal, dimmer switch, emergency flasher and courtesy flashing of headlights or marker lamps. This new switch provides a single source location, fingertip control, and removes the dimmer from the more troublesome floor area.



COURTESY LAMPS

Door mounted courtesy lamps are activated as the doors are opened, lighting the cab floor, steps, and the ground adjacent to the vehicle as well as alerting passing vehicles for added safety.



To resist rust and corrosion, floor mats are backed with a closed cell material that will not retain water.

CH600 CAB



INTERIOR



ELITE INTERIOR

The "CH" cab interior is available in 4 levels: "ECONOMY," "DELUXE," "PREFERRED," and "ELITE." The interiors are fully color coordinated throughout, providing luxury accommodations. These interiors feature a spacious driver environment with ergonomically designed controls providing both function and appeal.

The four levels of interior are highlighted by the following trim and features:

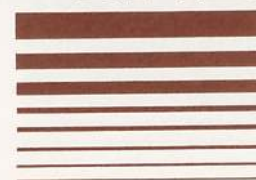
"ECONOMY"

An appealing yet low maintenance environment that features silver painted door pillar post, door panels, heater, and fresh air duct coverings. A silver-gray padded vinyl headliner with integral header console, rear panel, arm rest pads, and left-hand side interior sun visor. To finish off the interior, the dash and kick panels are black carpet, with black floor mats.

"DELUXE"

This level offers a choice of two interior colors of either blue or black with color matched padded vinyl door posts, rear panel, door panels, arm rest pads, and two interior sun visors. The headliner with integral header console is a color coordinated custom padded vinyl. The heater and fresh air duct covering are silver-gray and the kick panels remain black carpet. The floor covering is

CH600 CAB



color coordinated to the selected blue or black color carpet.

"PREFERRED"

A high grade interior of fitted plush surroundings in silver-gray. Provided with a custom fabric and vinyl door panel, all other furnishing are silver-gray custom padded fabric. This includes the headliner with integral header console, door pillar posts, rear panel and arm rests. The heater and fresh air duct are silver-gray and the two interior sun visors are of the same color in padded vinyl. The kick panels remain black carpet and the floor covering is a color coordinated carpet.

"ELITE"

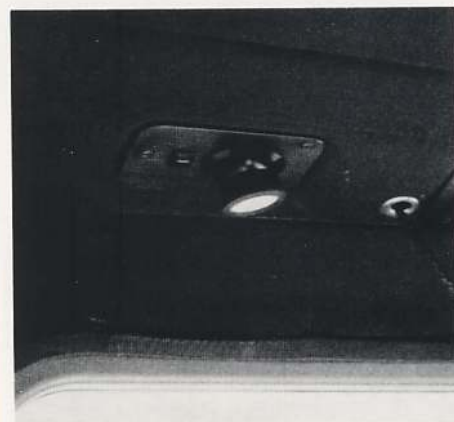
An interior unequaled in the industry, the top of the line interior providing the ultimate in luxury and comfort. Available in crimson or silver, the headliner with integral header console and the door pillar post use custom padded fabric. The floor covering is color coordinated carpet. The interior is upgraded to include a custom padded fabric rear panel with accent bolsters; door panels that include high loft REAL LEATHER, fabric and carpet; door mounted custom padded leather arm rests; two padded vinyl interior sun visors with ticket holders; a woven carpet over foam dash and kick panel covering; REAL LEATHER covered 18" steering wheel; optional driver and pas-

senger side power door lock and window regulators are available. A color coordinated carpet covering for the heater and fresh air duct; and last, the most regal of appointments, a silver-gray instrument panel with REAL CHERRY WOOD inserts. The ELITE interior . . . top of the line by any standard.

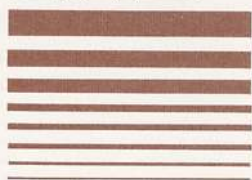
A large selection of seats are available with coverings ranging from a vinyl in the "ECONOMY" level, to cloth seat with vinyl trim on the "DELUXE" and "PREFERRED" levels (optional with "ECONOMY"), and the top of the line "ELITE" cloth seat with vinyl trim.

"INTERIOR LIGHTING"

Three levels of interior lighting complements the style and function of the "CH" interior. The standard location for all of the dome lights is centered on the cab headliner between the driver and rider seats with a self-contained switch. These lights are also activated by either the driver or rider doors. The "ECONOMY" and "DELUXE" interiors offer a single unit. A single unit with a map light concentrated on the steering wheel area, positioned for visibility to complete log books or map reading is present in the "PREFERRED" interior. In the "ELITE" interior, two lights canted to either side is offered with individual aircraft style lights placed above each door.

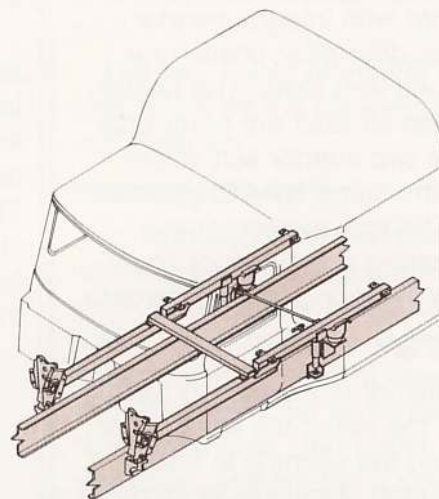
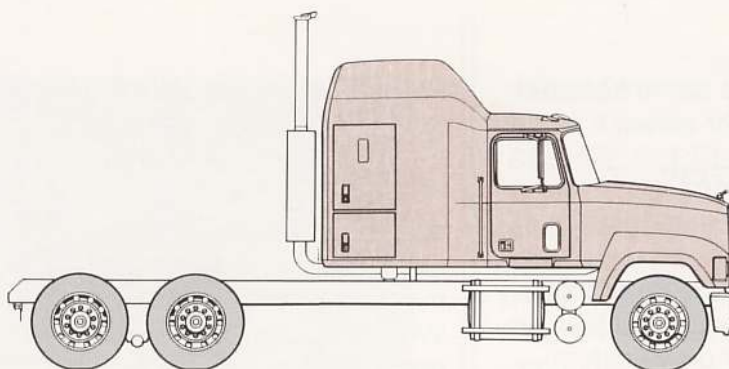


CH600 CAB

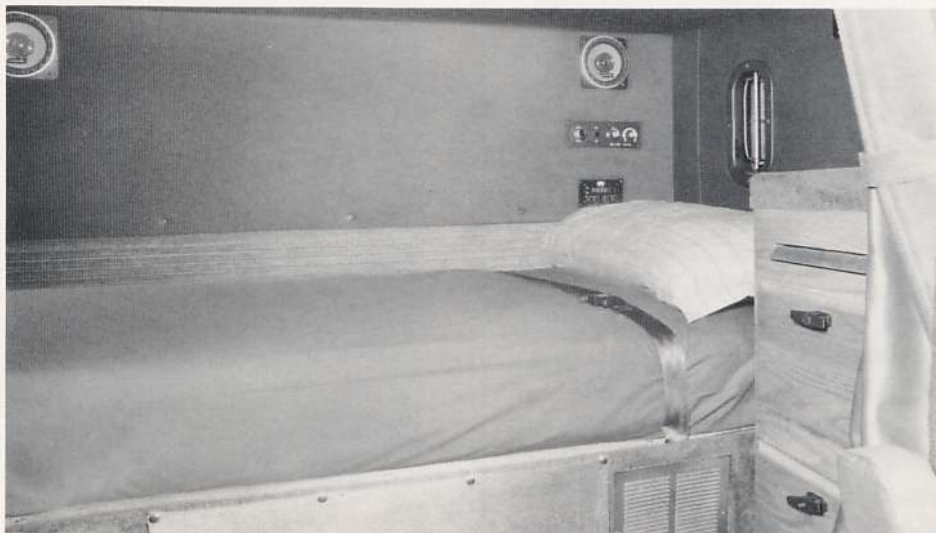


SLEEPERS

All new to MACK on the "CH" is the aerodynamically mated integral sleeper, offered in a 42" or 60" version. Both are available in a Mack Highrise renditions. The interiors are matched to the selected cab interior both in color and trim level. All sleepers are mounted with a unique design which incorporates an air suspended cab/sleeper combination (see diagram) offering the ultimate in cab comfort. The sleepers are available with numerous aerodynamic packages. A spacious 48" x 47" full length opening between cab and sleeper is supplied. Other standard items include: privacy curtain, foam mattress, dome lights with master switch, clothes hanger, bunk exit door, spacious lighted luggage compartments, and two fresh air vents. The 42" sleeper has a "FLEXIBED" feature which allows the bed to be partially collapsed giving the occupants adequate room for changing clothes. Additional items standard on the premium 42" sleepers and the 60" sleepers are: two 12V D.C. power outlets, swivel reading light, two built-in prewired speakers with volume control, digital clock, and dual hook-up lamps. Unique to the 60" sleepers as standard is a clothes closet, three drawer dresser, and TV shelf.

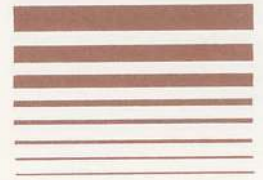


AIR-SUSPENDED
CAB/SLEEPER COMBINATION

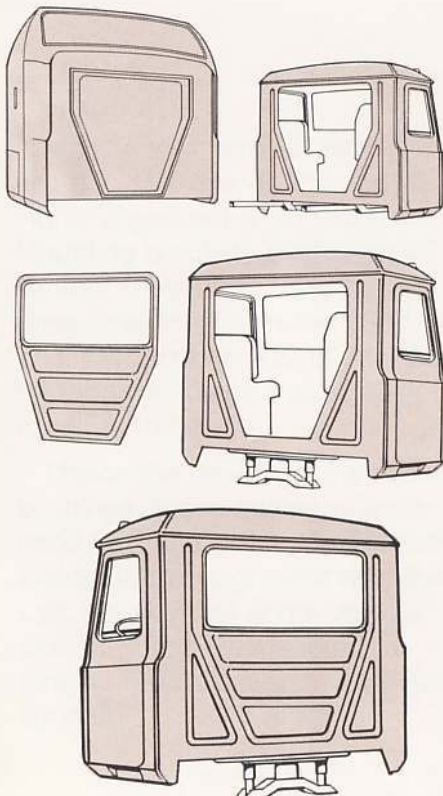


60" MACK INTEGRAL SLEEPER

CH600 CHASSIS



Conventional type chassis with sleeper cabs have had a reputation of not having very good resale value compared to an equal non-sleeper conventional chassis. To solve this problem and unique to the design of the "CH" cab is the capability of easy removal of the sleeper to increase the resale value. Removal is accomplished by changing the cab mounting, removing the sleeper and inserting a designed-to-fit rear cab panel with window. A real plus when adding up the "CH's" benefits.



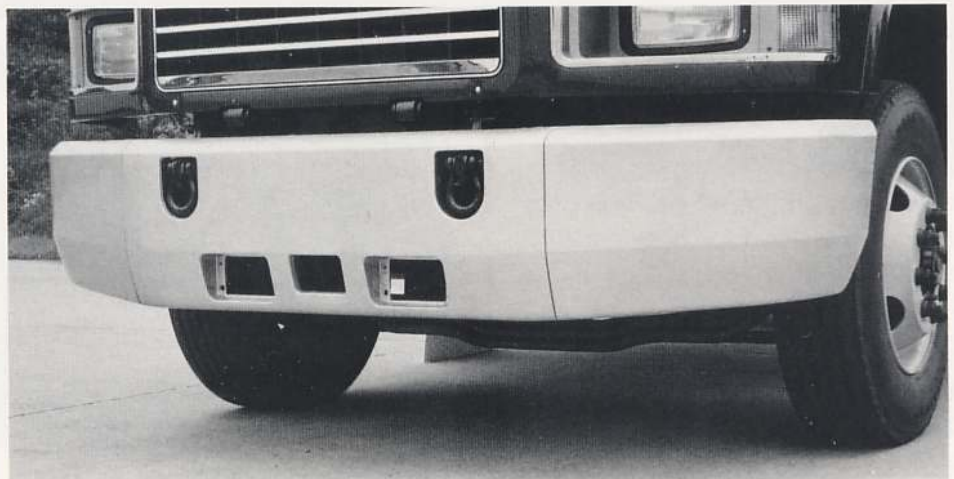
BUMPER

A unique feature of the "CH" is the Xenoy® blow molded bumper. Xenoy®, a material made of an alloy of polycarbonate, is an engineered plastic, highly impact resistant and impervious to chemicals.

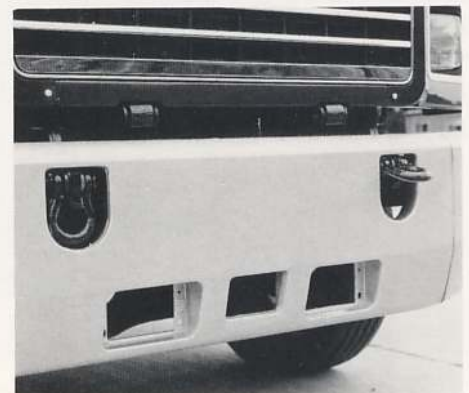
This material, in conjunction with a blow molded box section design, yields a high strength-to-

weight ratio bumper, excellent vertical stiffness, while still allowing for horizontal flexibility.

Incorporated into the bumper are standard openings for factory or "aftermarket" driving/fog lights. The electrical harness includes lamp wiring as standard for aftermarket installations.



Standard towing includes two retractable tow clevis located in the front bumper. The picture shows the normal storage position as well as the extended position for towing.



CH600 CHASSIS



HEADLAMPS

European single rectangular Halogen headlamps with integral turn signals and bright finish bezels are standard equipment. This arrangement is both stylish and functional. The headlamps offer increased visibility through improved light disbursement and utilize impact resistant Lexan lenses.

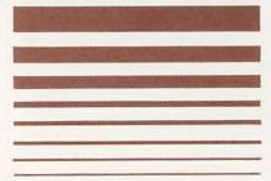
Reduced replacement time is accomplished by easy replacement through the wheel well and without the need for headlamp readjustment.

Optional 7" round incandescent or Halogen lights are available, as well as painted headlamp bezels for the cost-conscious buyer.

An independent turn signal has been provided on both sides of the vehicle, at the lower rear corner of the cab to improve pass-by visibility during lane change or turning maneuvers.



CH600 CHASSIS

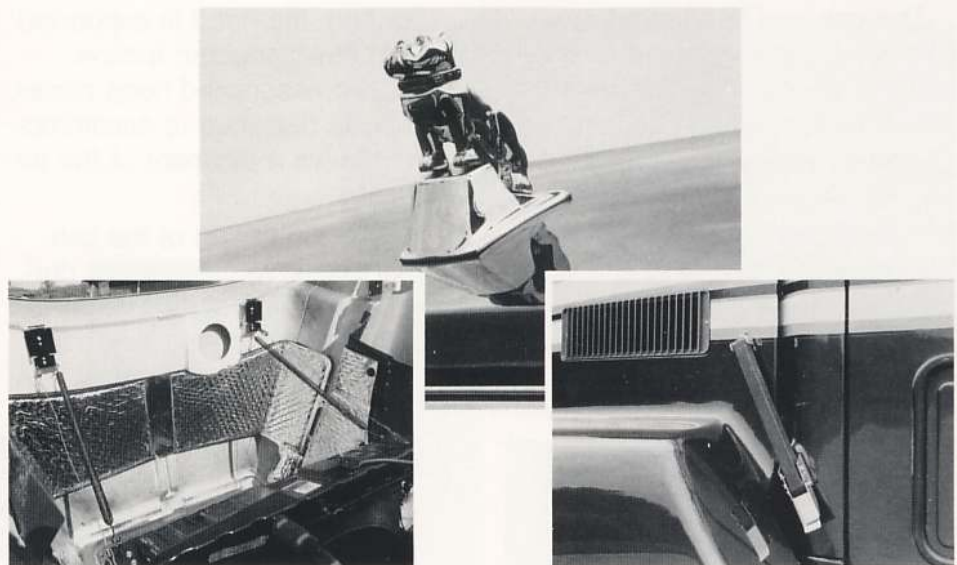


HOOD TILT

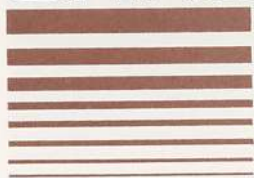
Tilting the hood assembly on the "CH" is easy. Non-corrosive highly durable hood latches are used. The ever-watchful bulldog hood ornament grab handle has remained unchanged. A spring assist mechanism reduces the effort necessary to open the hood. With easy access, it improves the probability of daily maintenance checks. Upon closing the hood, the springs help to counterbalance the weight of the hood, preventing damage to hood and cowl area.

Many improvements have gone into the "CH" hood. The mounting arrangement is no exception. Mounting brackets placed on 20" centers have been used to reduce stresses within the hood. This minimizes cracking caused by torsional forces transmitted from the frame.

Notice the design of the rubber bushings, these bushings limit hood fore and aft motion, guaranteeing proper alignment with the cab; yet allowing some vertical motion to minimize shock, extending headlamp and turn signal lamp life.



CH600 CHASSIS



CAB/HOOD FIT

The cab and hood interface has been designed to accommodate an air ride suspension.

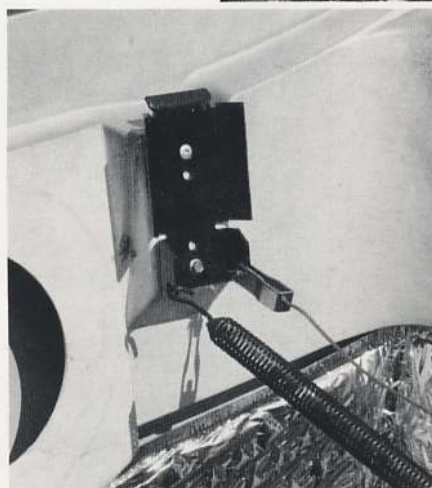
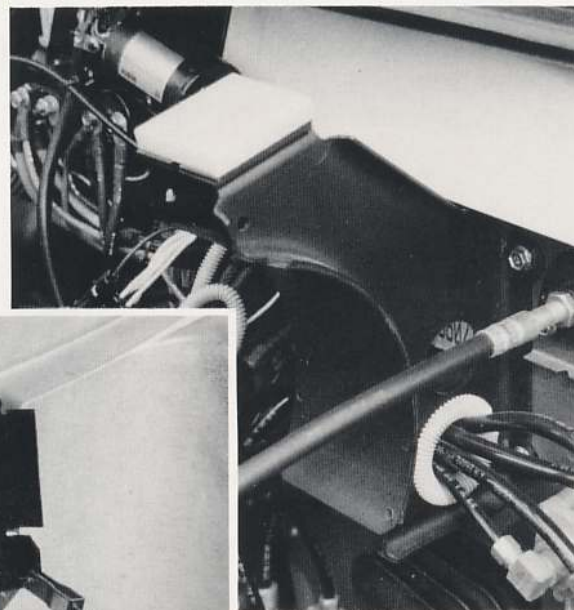
The primary function of the cab/hood interface is to maintain a good relationship in both the horizontal and vertical planes during chassis articulation. This is accomplished in two parts. First, hood mounted prongs and cowl mounted receivers guide the hood during closure, and assure proper alignment with the sides of the cab.



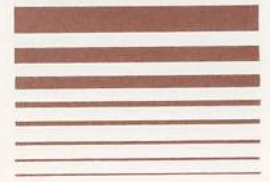
HOOD MOUNTING PRONG/COWL

Second, the hood is supported by two cowl mounted friction pads and associated hood plates, which are designed to accommodate relative movement of the air ride cab.

Due to the nature of the cab and hood movement, highly durable, low friction pads are utilized, minimizing wear to these components.



CH600 CHASSIS



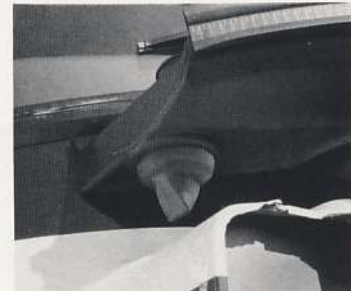
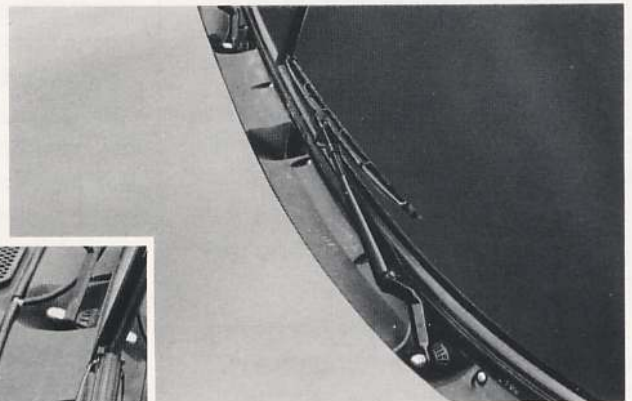
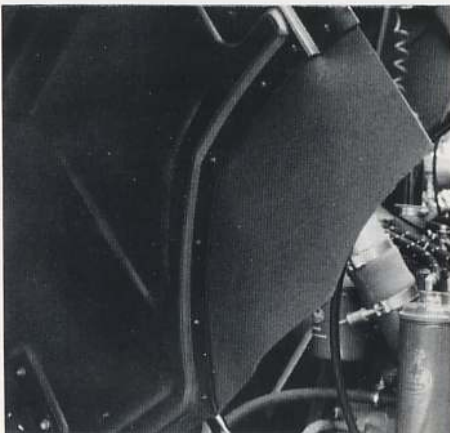
To take advantage of air flow at the base of the windshield, the fresh air intake for the driver's compartment has been located here. Complimenting the cab/hood interface, the plenum acts as both a seal and air inlet. Not only is air forced into the cab without the aid of a blower motor, but the plenum seal also eliminates hot engine air and fumes from entering the cab.

Water ingested into the plenum is removed by two moisture evacuators located at the lowest point on either side of the cab.

These moisture eliminators allow water to drain freely, but prevents fumes and hot air from entering the cab.

FENDERS

Inner fenders, made of high impact resistant material to prevent road damage, tilt with the hood to allow better engine compartment access.



Rear fender extension with the setback axle are mounted on a common bracket supporting the battery box and steps (driver side) and the air tanks and steps (passenger side). The fender extension is made of hi-impact ma-

terial, eliminating wheel splash and stone damage to the battery box, air tanks and most importantly, the steps. This fender, along with the long self-cleaning steps, provides safer ingress and egress during inclement weather.



CH600 CHASSIS

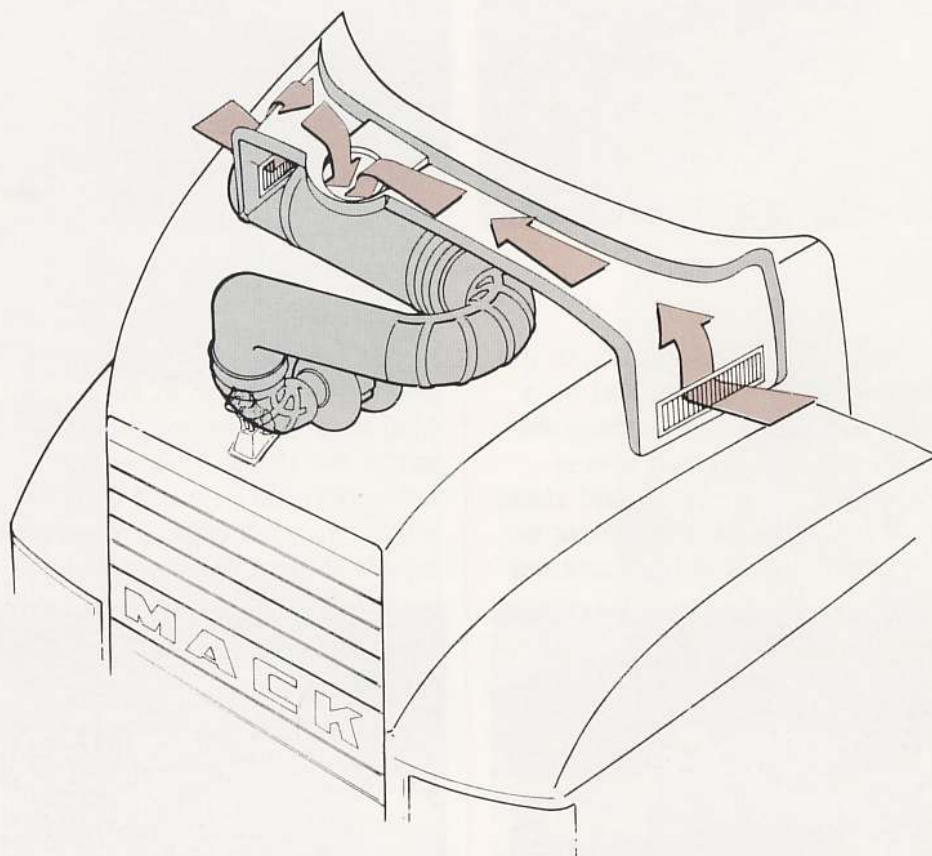


INTAKE SYSTEM

The "CH" utilizes a dual port, integral air intake system that is very simple and provides many benefits. With aerodynamics in mind, the placement of the air filter canister under the hood allows air to flow cleanly over the vehicle, decreasing drag and improving fuel economy.

The integral intake system provides three additional functions. Not only does the box section

duct act as a hood reinforcement, but it also channels the air smoothly to the air filter and removes water and debris. Since the air is drawn from pass-by air, the air rises upon entering the duct, and has low air velocity, dirt particles and water droplets are automatically removed by centrifugal and gravitational forces, extending filter element life.



AIR CLEANERS

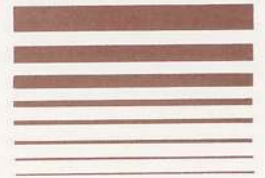
Part two of this arrangement, the air cleaner, is mated to the hood by a large boot. This provides an excellent seal that isolates the air cleaner from under hood heat and fumes that cannot only clog the air filter element, but reduce overall engine efficiency.

When an air filter change is required, a ground reachable, horizontally mounted air cleaner, allows simple element removal and replacement by unsnapping three spring clips.

Due to the critical function of the air cleaner, an "outside-in" filter concept is used. This means that all air entering the engine, regardless of its source, must first pass through the air filter.



CH600 CHASSIS

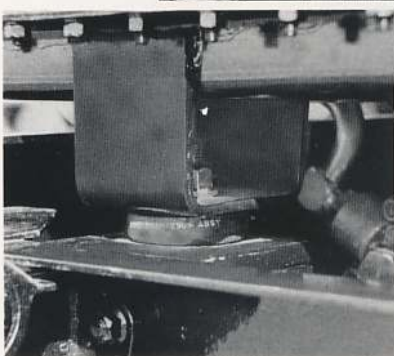
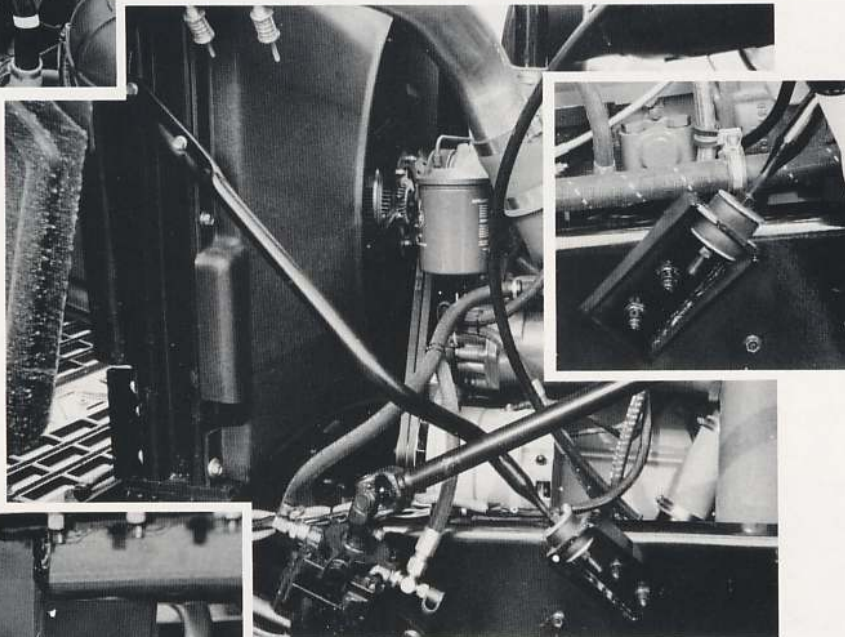
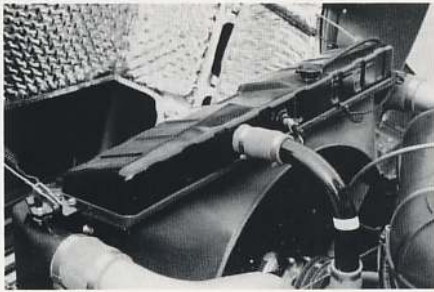


RADIATOR

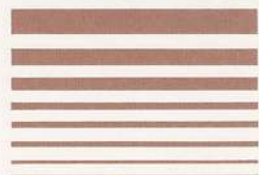
The radiator on the "CH" also has many beneficial features. With an 1180 sq. in. frontal area and efficient serpentine core, it is capable of handling engines to 425 H.P. and above.

This is achieved in two ways . . . construction and mounting. By utilizing the durable Ultra-

fuse® construction, movement is restricted between the header and tubes. Further, the use of narrowly spaced rubber isolators used in mounting the radiator minimize shock, vibration and torsional stress. The end result is extended life and decreased maintenance of the radiator. Stainless steel top tank is provided to eliminate rust and corrosion. Should service be required, bolted top and bottom tanks are provided.



CH600 CHASSIS



RIGHT-HAND SIDE

DAILY CHECKS

Fluid levels: coolant; oil check and fill; windshield washer and power steering reservoirs are checked from the right hand side of the chassis. They are ground reachable, and conveniently grouped, promoting expediency in daily maintenance requirements.

A 6 quart coolant recovery tank has been added as standard equipment and molded of translucent plastic for easy coolant level check.

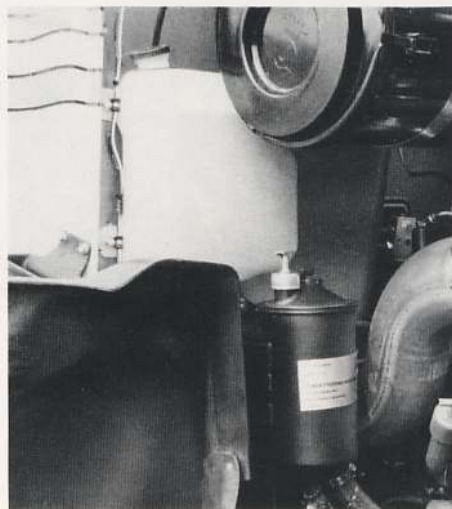
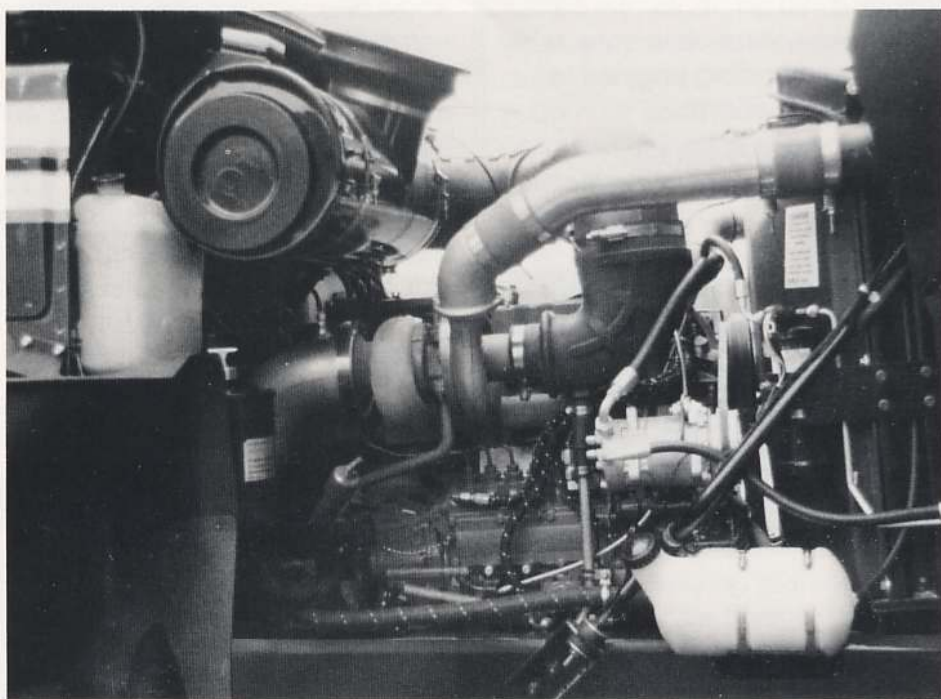


WASHER FLUID

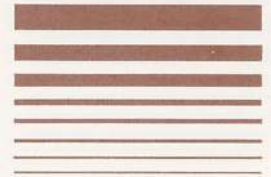
A large 6 quart windshield washer fluid reservoir is standard equipment which allows for the addition of a full gallon of fluid before running dry.

POWER STEERING

As with other Mack products, the power steering reservoir is isolated from the engine to reduce churn and vibration.

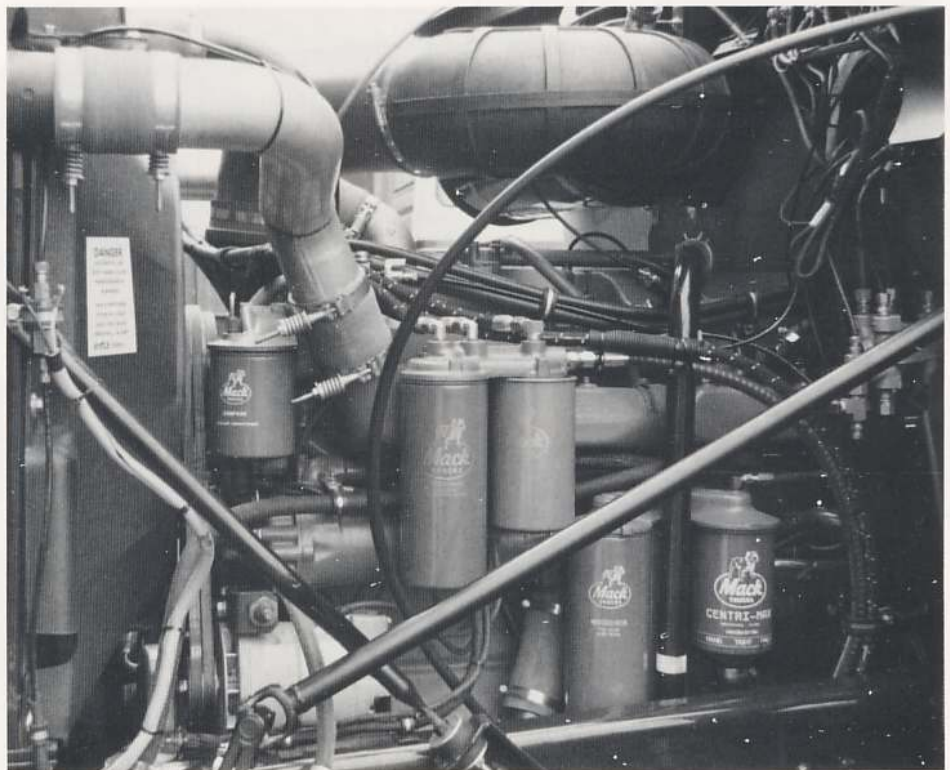


CH600 CHASSIS



LEFT-HAND SIDE ENGINE FILTERS

For ease of serviceability, all engine filters are mounted on the left hand side of the engine . . . ground reachable and easily accessible.

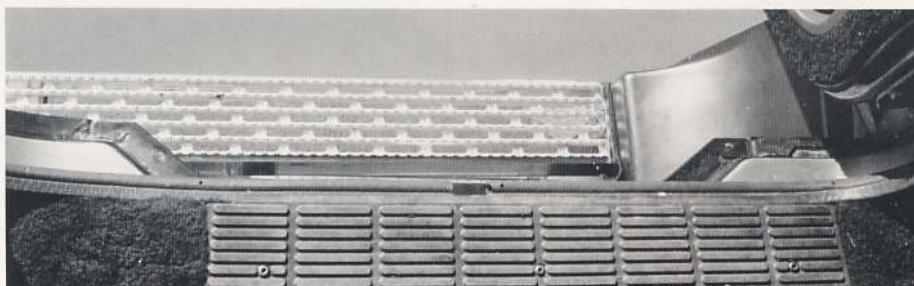


STEPS/HANDLES

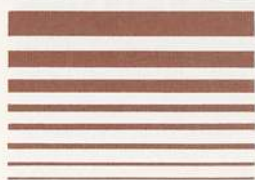
The steps on the "CH" are made of aluminum and are a self-cleaning slip resistant design. The cab floor is recessed to allow first step visibility when exiting and the steps are graduated to

insure safe cab entry and egress.

Exterior stainless steel grab handles can be easily reached from ground level by even the smallest driver.



CH600 CHASSIS



FRAME RAILS

The frame rails on the CH600 are made of 110,000 P.S.I. material, measure 10" x 3 $\frac{3}{8}$ " x $\frac{1}{4}$ ", have a section modulus of 10.44 in.³ and produce an R.B.M. of 1,150,000 in. lbs. per rail. An optional 10" x 3 $\frac{3}{8}$ " x $\frac{5}{16}$ " frame rail is available and offers a non-reinforced R.B.M. of 1,540,000 in. lbs. per rail.

A 45° rear frame cut off is a standard feature to minimize trailer damage, reduce frame shocking, and aid in trailer pick up.

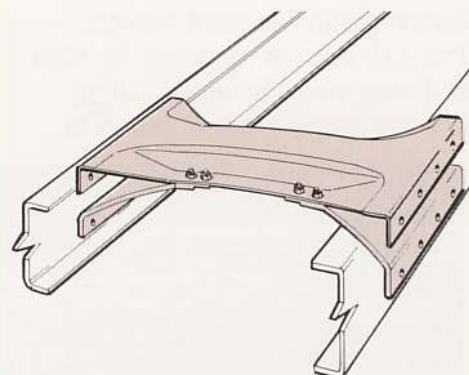


CROSSMEMBER

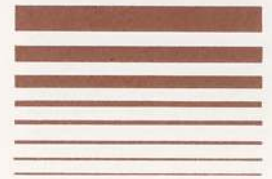
Many new ideas have been incorporated into the "CH." This is possible due to the fact that Mack is unique in the ability to engineer the entire vehicle. Engine mounts, crossmembers and frame rails are designed as a unit to allow optimum ride characteristics and provide improved durability.

The ability to engineer the

complete chassis has given way to a new crossmember design called an "alligator style." The crossmember consists of a three-piece bolted construction. This design provides better resistance from laddering for extended frame and crossmember life. An optional heavy duty style is available for vocations with severe turning maneuvers.



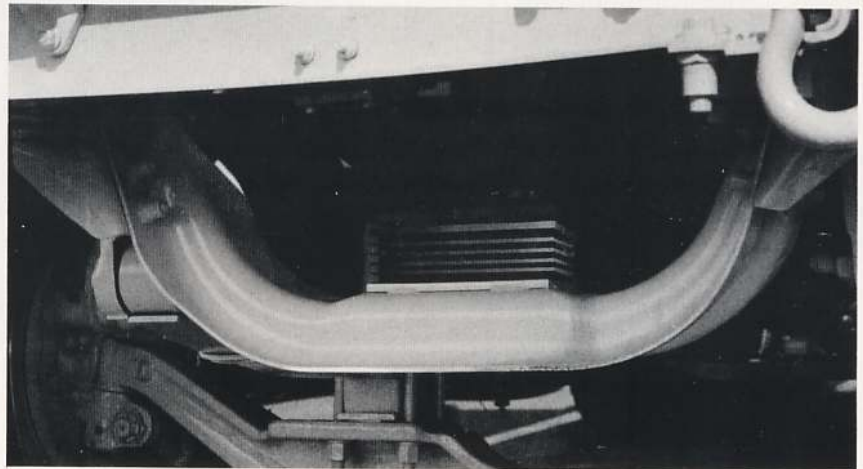
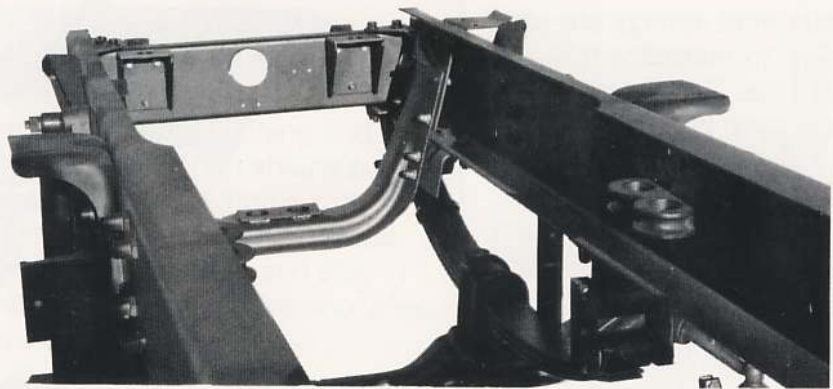
CH600 CHASSIS



ENGINE MOUNTING

As with all Mack models, a three point engine mounting arrangement is used to isolate the chassis from the torsion and vibration of the powertrain. Although the rear mounting has remained unchanged, the front engine crossmember and engine mount have been improved. This new crossmember is of a stamped steel and bolted design, providing lateral support that resists frame flexing. A multi-laminated pedestal engine mount offers excellent vertical stiffness yet dampens horizontal vibration.

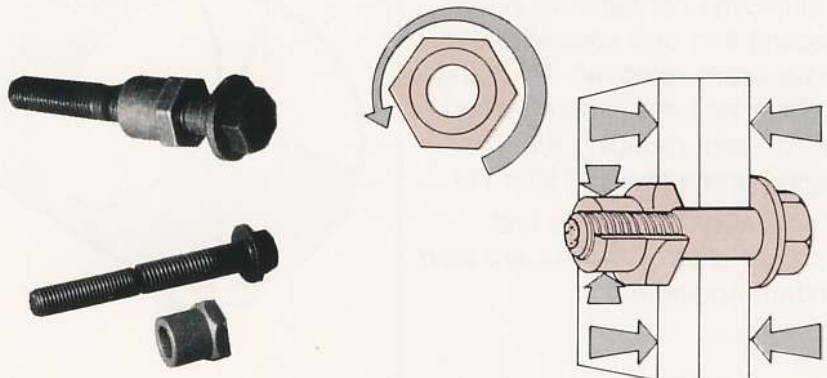
The crossmember and engine mount work in unison to provide a smoother ride.



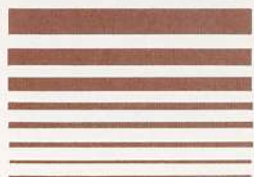
"HUCK-FIT"™ BOLTS

Mack "Huck-fit"™ bolts are used extensively on the frame rails due to their superior consistency in producing clamp load and clamp retention.

Although huck bolts are not unique to Mack, the "Huck-fit"™ differs because it can be easily removed with a standard impact wrench.

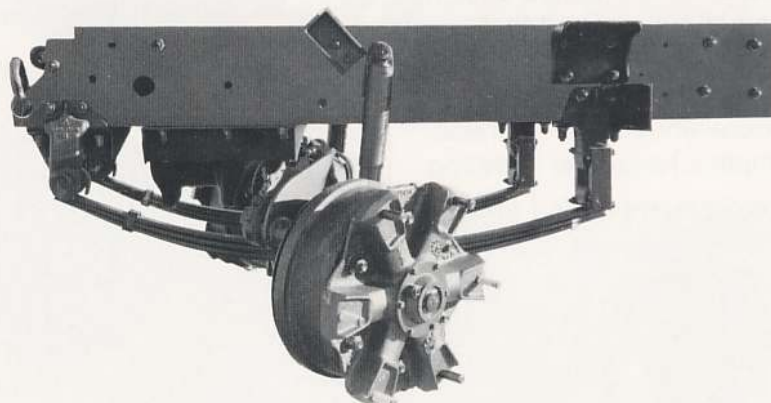
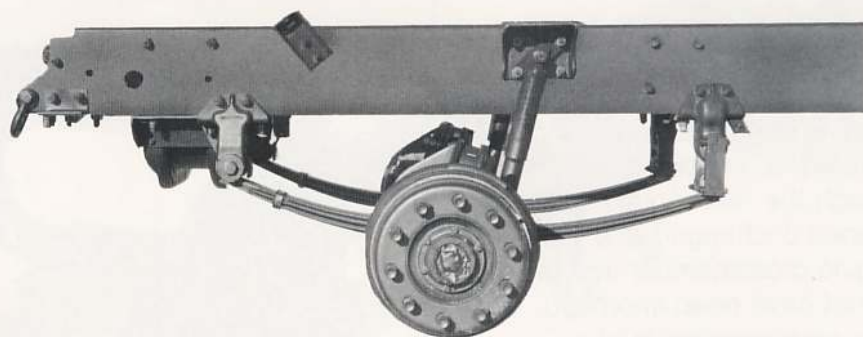


CH600 CHASSIS



SUSPENSION

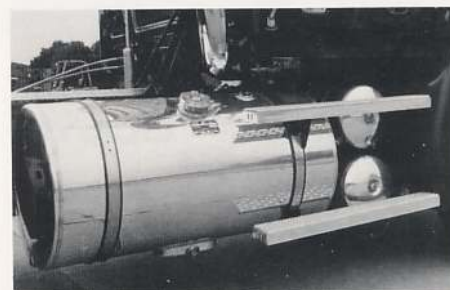
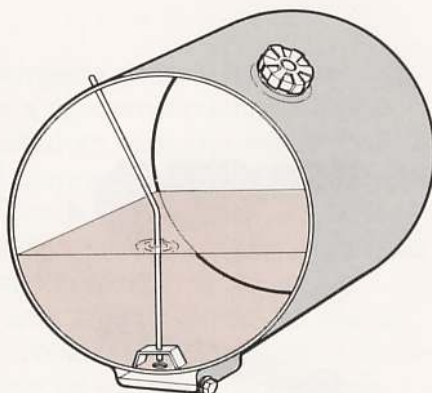
Low rate front springs are used in the "CH" to maximize ride characteristics. The same suspension is used in either axle-front or axle-back version to reduce parts inventories. These springs are 3.5" wide by 55" long and utilize permanent lube elastometric spring bushings to extend bushing life and reduce maintenance.



FUEL TANKS

As on all Mack chassis, fuel tank sumps are standard equipment. This feature reduces moisture and contamination by collecting it in one area where it can be easily removed. By doing so, water and dirt contamination is minimized, reducing fuel line freezing and extending filter life.

Two easily accessible fuel crossover shut-off valves are also standard equipment.



CH600 CHASSIS



STARTING/ ELECTRICAL

For starting and electrical requirements, three 12V (625 CCA) maintenance-free batteries are provided in a single left side battery box located in close proximity to the starter. This system allows shorter, more standardized copper cables, and is lighter in weight than a four battery system. Three 12V (925 CCA) batteries are available for higher capacity needs.

The battery box cover and battery retainers are of a synthetic material that eliminates corrosion, extending life and reducing weight in comparison with typical metallic covers.

A bright finish battery box cover is an available option.



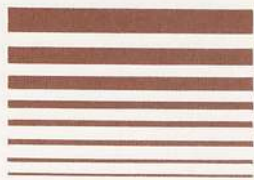
EXHAUST PIPES

Five inch exhaust pipes are standard on all "CH" models, reducing back pressure which improves engine breathing and performance. The exhaust pipe is routed above the frame rails where it is less subject to road splash and damage and also eliminates the need for relocation in PTO applications.

Free standing, frame mounted vertical exhaust is used to isolate it from vibration and to reduce cab noise levels.



CH600



S E R I E S

Well, there it is . . .

The first all new heavy duty class 8 product for the '90s. However, the features and benefits don't stop here. A personal review of an actual "CH" chassis will reveal even more features & benefits.



The "CH"

. . . Has the **LUXURY** and **PERFORMANCE** to be an Owner/Operator Vehicle

. . . Has the **EFFICIENCY** to be a Fleet Truck

. . . Has the **DURABILITY** to be Bulk Hauler

. . . But most of all, it has the **DEPENDABILITY** to be . . . A MACK!

MACK QUALITY

Depend on it!



Mack Trucks, Inc.
Allentown, Pennsylvania

MACK QUALITY
Depend on it!

A SALES ENGINEERING PUBLICATION

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.