

# Mack

## model LR



**15-ton dumper**

**30-ton tractor**

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**The Model LR Tractor** has thoroughly proved itself in the most severe types of service. Powerful and rugged, it is capable of hauling single trailers up to 30 tons capacity.

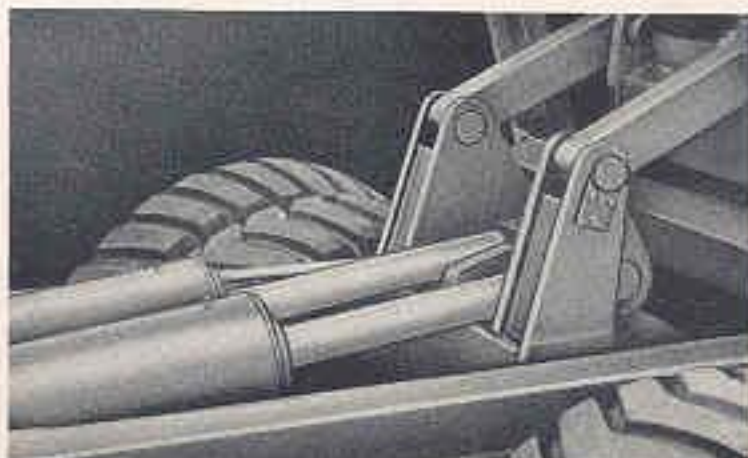


**The Model LR Dump Truck** packs a 15-ton payload with ease. Demonstrating outstanding maneuverability, rapidity of dumping, effortless steering and all-around operating efficiency, the LR dumper surpasses the performance of ordinary off-highway trucks.

A 16 yd. scoop and rock body is offered as standard body equipment with the option of an 11 cu. yd. fireside scoop and quarry-type body.

# LR

This heavy duty double-acting twin cylinder hydraulic hoist provides a 70-degree dumping angle. The hoist pump mounts integrally with the Mack power take-off thereby eliminating troublesome driveshafts and the complications inherent in separately mounted pumps.



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# Quality features



## cab

is fabricated from heavy-gauge steel, welded construction throughout. Three-point suspension to the frame is by rubber biscuit-mounts at the front corners and a steel rocker mount at the rear. The driver's seat is fully adjustable with variable-rate spring suspension controlled by a double-acting shock absorber. Sponge rubber driver's seat and back cushions are covered with genuine leather. Driver's seat and controls are offset to the left to assure maximum vision at all times. An angle-joint steering column leaves plenty of leg room and results in a very comfortable steering position. All driving controls and instruments are scientifically arranged for efficient and easy operation. Heavy-duty hardware is used throughout. Toe and floor boards are metal. Door handles are a newly improved railroad type. The windshield and all windows are non-shatterable glass and the cab roof is extended to afford further windshield protection.

## rubber shock insulators

a Mack exclusive, retain the front axle spring ends and the ends of the rear axle support arms. They require no lubrication. Shock Insulators eliminate spring-twist and prolong spring and vehicle life immeasurably.



## double-plate



Powerful and rugged, this clutch has 14½ inch diameter plates and a total of 460 square inches lining area. Adjustment, when required, is wholly external. Typical of Mack design and

The **Mack Power Take-off**, **Mount**  
capable of handling up to

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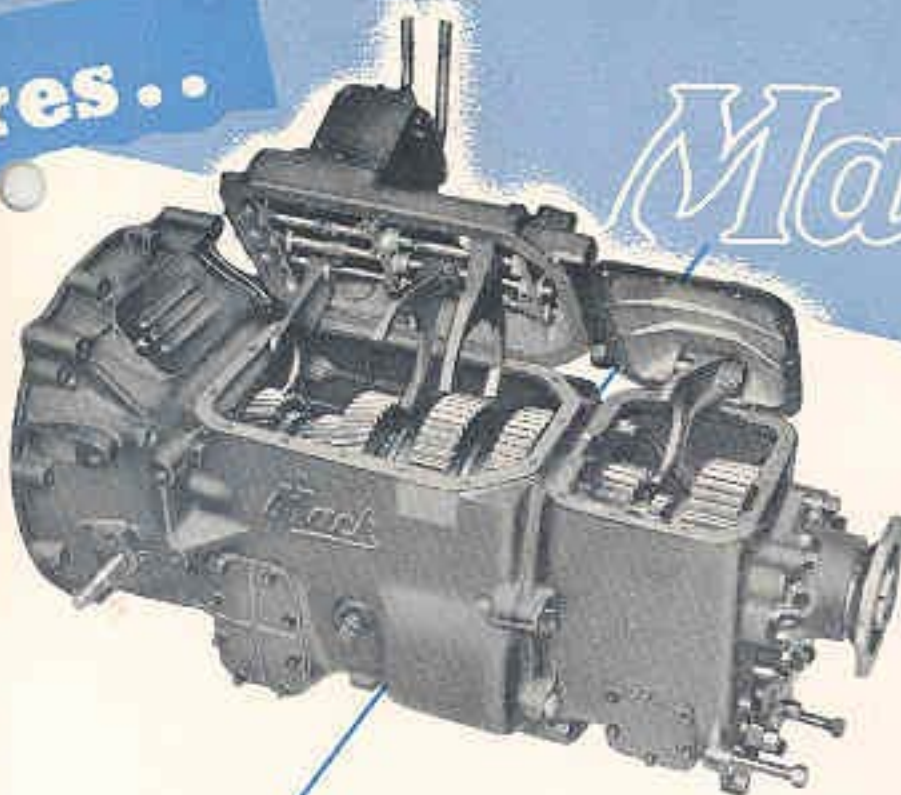
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# Mack

## duplex transmission

a four-speed main transmission and a two-speed compound assembled as a unit, provides eight forward and two reverse speeds. Largest standard motor vehicle transmission built to day, this duplex embodies great stam and ruggedness throughout its construction. Gears are helical and straight spur type, all in constant mesh, with shifting accomplished by internal sliding clutches. An exclusive feature is the oil pump built into the input shaft to provide pressure lubrication of the main shaft gear bearings of both the transmission and compound. Control is by two shift levers. All ratios are arranged to offer the most favorable progression for off-highway work. Though of giant proportions, the design of this Mack-built transmission assures easy shifting and remarkable flexibility.



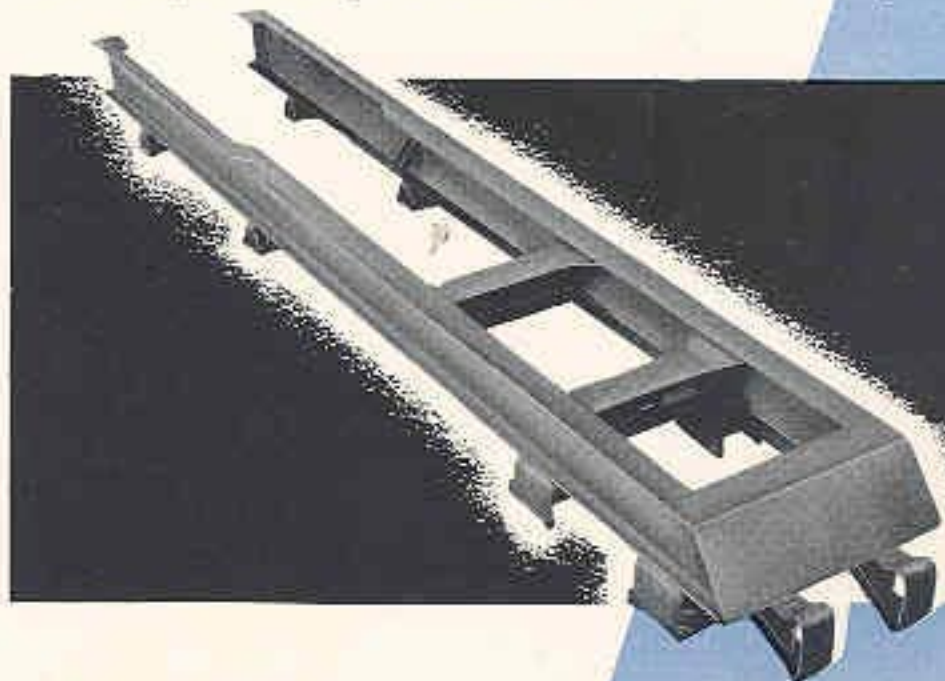
## frame

is electrically fused into a single massive unit. Rolled alloy-steel I-beam side-members are reinforced and are joined by four huge cross-members. This frame has great torsional rigidity and beam strength. It is built, not only with ample strength for its payload capacity, but with reserve strength to stand up under tremendous loads when necessary.

## air-assist clutch



construction, this clutch requires a minimum of maintenance throughout its long life. Its virtually effortless operation reduces driver fatigue to an absolute minimum.



located directly on the transmission, is of large capacity and meets 50 HP pump requirements.

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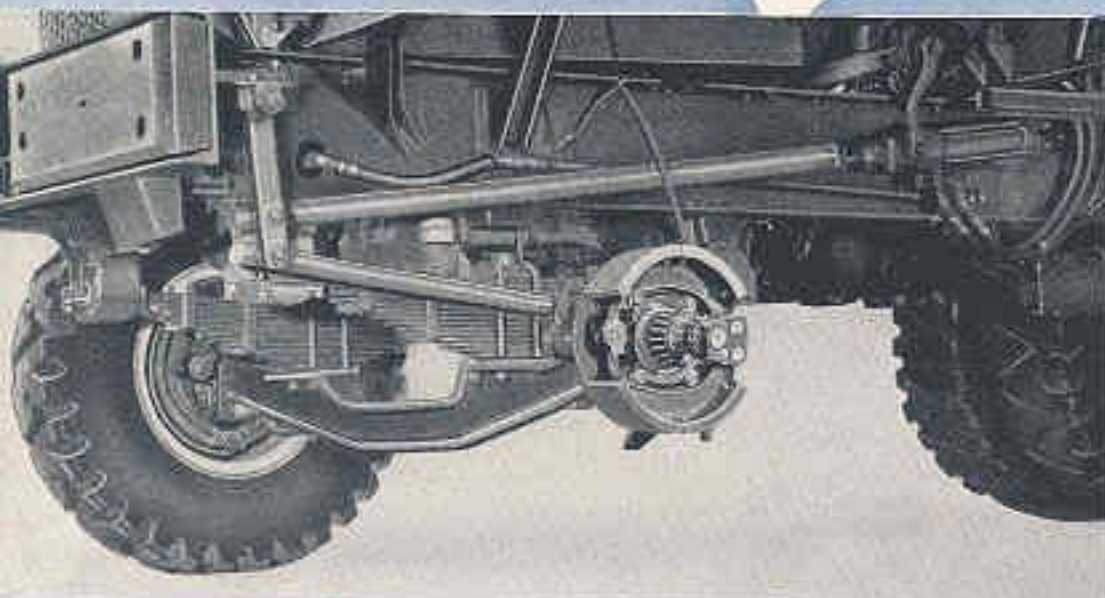


## planidrive rear axle



is housed in a steel casting which provides great strength without excessive weight. Full-floating axle shafts are graduated heat-treated and have involute splines. The axle has a single reduction carrier at its center with three-pinion planetary final reduction gears located outboard in each wheel. The axle shafts may be removed without disturbing the planetary gears or wheels and the planetary gear sets can be removed without disturbing the wheel bearing adjustment.

## front axle - hydraulic - power steering



**With hydraulic power steering** the LR handles like a passenger car. Whether the truck is loaded or empty, rolling or stationary, the driver can swing its wheels with one hand. Road shocks on the steering wheel are non-existent. There is no chance of losing control; the steering wheel can never be suddenly taken from the driver's grasp as it often is when negotiating uneven ground in a vehicle equipped only with mechanical steering gear. Driver fatigue is, of course, virtually eliminated. Power steering takes full advantage of the LR's short turning radius. The resulting high maneuverability makes possible more trips to and from the shovel each day . . . boosts profits.

**Front axle** is extra heavy reversed Elliot type with drop-forged, heat-treated, I-beam center section. Its wide tread assures maximum stability and a short turning radius, an important advantage in this type vehicle.

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