



MACK
MC



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Mack MC low-profile cabover

Especially designed for intra-city pickup and delivery

The all-new Mack MC has a short 59-inch (1 498 mm) BBC, and a set-back front axle to handle today's payloads in short-haul service. Its wide, deep windshield with large side and rear-view mirrors provide excellent all-around visibility. Wheel cuts up to 45° and integral power steering allow easy handling and superior maneuverability through heavy traffic.

Look it over. The Mack MC with clean lines and uncluttered styling. A truck designed and built for dependable performance in pick-up and delivery service.



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The versatile MC combines durability with dependable diesel power for economical operation in, around and between cities.



Compact design permits easy access to narrow-entry loading areas.



Comfortable cab, designed for maximum driver efficiency

Spacious cab measures 59 inches (1 498 mm) in depth, 58 inches (1 473 mm) inside height, and 84 inches (2 133 mm) in width at the top. All instruments are located on a panel in front of the driver, except the speedometer and tachometer, which are individually mounted above the panel for quick and easy removal and servicing. The MC cab offers exceptional visibility, driver comfort and convenience and long service life with only a minimum of maintenance. The 16-gauge reinforced steel roof offers maximum safety. A four-point mounting system with spring-loaded mounts reduces cab stresses during severe articulation over uneven terrain. Optional Air Ride seat for driver and passenger. A 35,000 BTU (37 MJ) @ 150° F (66° C) Δ T heater, located under the windshield on the right-hand side of the cab, becomes a combination unit when the optional 16,900 BTU (18 MJ) @ 90° F (32° C) dry bulb, 75° F (24° C) wet bulb, 315 CFM (9 m³/min.) integral air-conditioning system is specified.



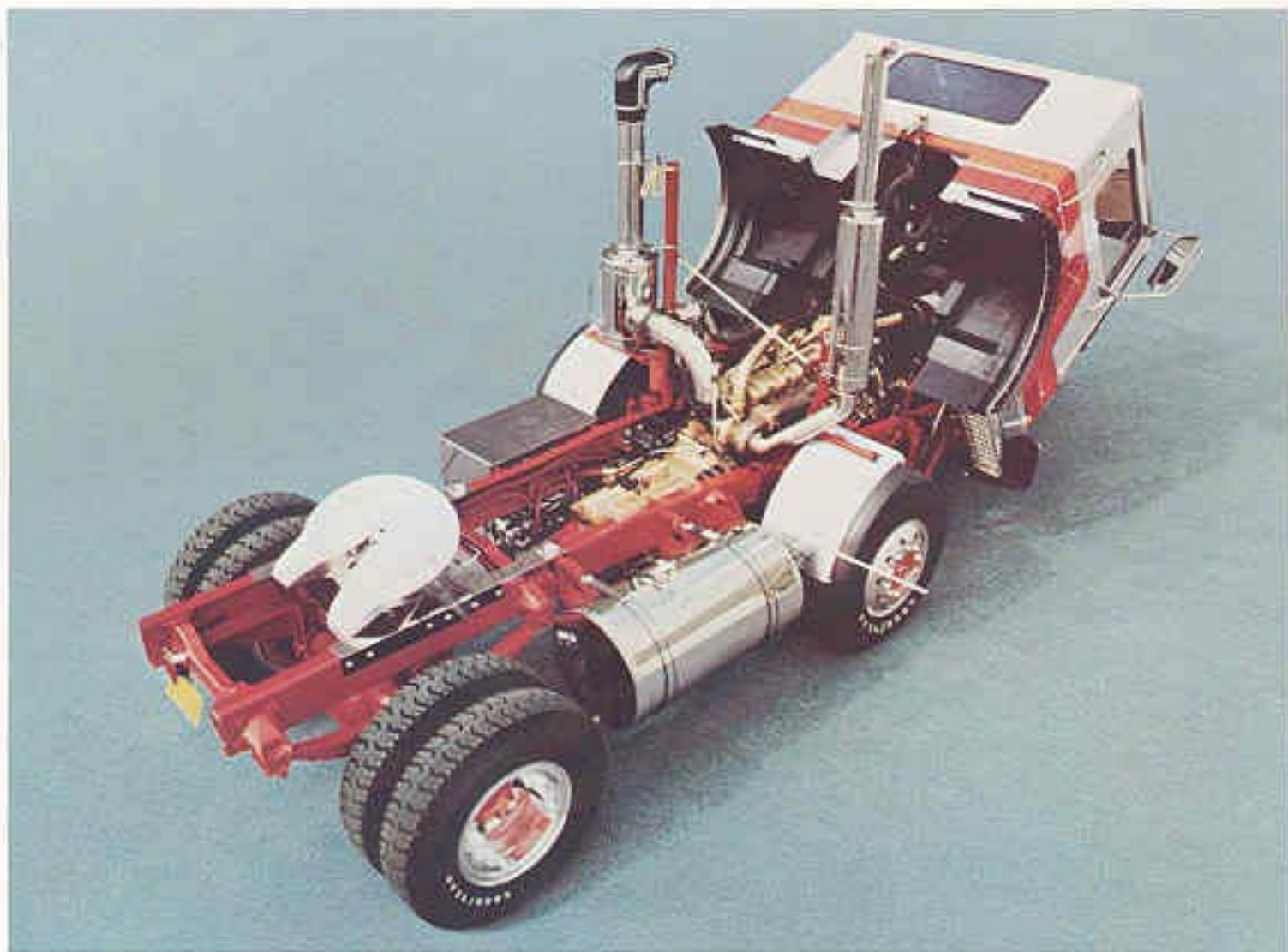
Excellent visibility

Two-piece tinted-glass windshield is 36½ inches (921 mm) high, allowing the driver to view the road surface just 60 inches (1 524 mm) in front of the bumper... an important measure of extra visibility in busy, city-street traffic. Large roll-up windows 19½ inches (495 mm) high with circulation vents improve all-around visibility. Available as an option are sliding glass door windows 26 inches (711 mm) high with a 9¼-inch x 16½-inch (610 mm x 1 067 mm) peep window in the lower right-hand door. A sliding rear window is also available.

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Tilt cab

A single hydraulic cylinder mounted at the right side of the frame rail tilts the cab 60°, far enough to permit easy engine servicing and vertical removal of the radiator. A mechanical hinge-type safety link prevents over-travel.

Well-insulated durable cab

All cab panels up to 1/8 inch (3 mm) are rust-resistant galvanized steel with durable corrosion-proof fiberglass door panels. One inch (25 mm) of Mylar foam over the engine compartment, 1/2 inch (13 mm) of closed-cell polyurethane foam under the floor mats, and one inch (25 mm) of fiberglass between roof and headliner provide extensive insulation against heat, cold and noise. All critical hardware attaching points are gasketed—door locks and grab handles, clearance lights, mirrors and emblems. Sealant is applied between all metal and rubber sections—windshield, rear window. A thorough factory undercoating is applied to all sheet metal below floor level. Extra undercoating is applied to underside of cab.

Famous Mack frame

Mack-manufactured 110,000 psi (758 MPa) frame utilizes high-tensile manganese steel, gusseted steel crossmembers and body-bound bolts at major stress points to insure maximum frame integrity. The frame rails are 9 x 3 1/4 x 1/4 inches (229 x 83 x 6 mm) producing a section modulus of 9.76 inches (160 mm³). The optional inside channel reinforcement increases section modulus to 17.60 inches (288 mm³).



Wide-opening doors

Extra-wide cab doors, equipped with flush interior and exterior handles, swing on full-length piano hinges with rust-resistant stainless steel pins. Doors are designed to permit quick, easy and safe exit and entry for the driver. Fiberglass doors are durable and totally rust-proof to minimize maintenance.

Mack Power

Many options to meet your exact needs

Mack Trucks, Inc., a pioneer in the development of diesel power for heavy-duty trucks offers a full range of turbocharged, fuel-efficient diesel engines of a size, type and power rating to fit every heavy-duty trucking operation.

Thermodyne® engines are durable modified-high-torque-rise diesel engines with conventional governed-engine speeds. Combined with multi-speed transmissions, these engines are excellent performers in construction, heavy-duty pick-up and delivery trucks as well as intra-city tractor operations. Three Thermodyne engines are available for the MC models. The E6-250 develops 250 hp (186 kW) at 2100 RPM, 750 lb./ft. (1 017 N•m) of torque at 1500 RPM. A California certified version of this engine, the EC6-235 develops 235 hp (175 kW) at 2100 RPM, 750 lb./ft. (1 017 N•m) of torque at 1500 RPM. The sensational "300-PL US" E6-315 engine develops 315 hp (235 kW) at 1900 RPM. The E6-315 is equipped with the Mack Truck single-stage charge air cooling for additional performance and fuel economy.

Maxidyne® engines are high-torque-rise turbocharged diesel engines designed to operate at relatively constant horsepower at the more economical lower engine speeds providing excellent productivity for any heavy-duty trucking application. Available in a wide selection of horsepower ratings and equipped with series charge air cooling for additional power, economy and lower emissions levels.

The EM6-237 develops 237 hp (177 kW) at 2100 RPM. The EM6-250 develops 250 hp (187 kW) at 2100 RPM. The EMC6-285 is a California certified engine developing 285 hp (213 kW) at 2100 RPM. Both the EM6-250 and the EMC6-285 are equipped with the two-stage series charge air cooling system. For inter- and intra-city applications, these engines can be teamed with the Maxitorque transmission to give you sufficient power for maneuvering in city and suburban traffic as well as the convenience of the five-speed transmission.

For maximum fuel efficiency in over-the-road applications, select either of the lower governed-engine-speed models teamed with a Mack or other quality multi-speed transmission. The EM6-285R develops 285 hp (213 kW) at 1700 RPM. The EM6-285R is the California certified version. Both engines are equipped with the charge air cooling system.



Thermodyne® engine



Maxidyne® engine