



RD Model



The Mack RD—designed for America's toughest hauling jobs...

Regardless of your haul job, it pays to use the best value money can buy for heavy hauling, dumping, unloading and maintenance tasks. That makes the Mack RD Series.

From forests to fields, the Mack RD is a commercial heavy-duty truck. Mack designed it that way to give you the heaviest commercial truck that still runs in all kinds of rough highway operations.

The RD is available. The new 6-cylinder 200 cubic inch and 240 cubic inch 6-cylinder trucks in conventional and mid-engine RD are ideal choice for commercial hauling work... in a timber yard... in logging operations... in field work... power lines... or any of a host of other heavy-duty jobs.

In fact, whatever you need in heavy-duty applications,

the Mack RD most likely has. There's a wide range of engine options... from 200 to 600 hp (190 to 545 lbs-ft) with transmissions to match... single or tandem rear axles... wheelbases to 430 inches (W 40 ft)... GVW's to 100,000 to 140,000 lbs... and much more.

We don't stop there... Mack more than any other truck manufacturer, has built its commercial reputation for quality squarely on its ability to safely haul just about any heavy hauling work. And that's no two-way bet. In 1973 when Mack introduced its first heavy-duty truck—the tandem drive drive RD model Mack "bulldog".

Today the RD Series continues the Mack "bulldog" tradition — to deliver the highest productivity per horsepower and dollar to the lowest "life cycle" cost. Take a good look at a Mack RD — you'll agree it's the best.



See for yourself how Mack fights the elements:

Mack's unique vinyl stainless steel laminated aluminum "tuff" cab. And only today's drivers who desire a completely new look, increased visibility and performance.

Only Mack cabs are built with deep-well, galvanized steel reinforcements to guard driver safety and visibility. Our seats to look out fear not rain. Mack puts glass at the right end of every window opening in the right places—like the closed cell polystyrene foam that looks like steel to cut down wind noise and reduce vibration. And only Mack has top.

And, regardless of fuel protection, all interior cab parts are painted inside after assembly. Then the entire galvanized cab is electrolytically plated for absolute maximum corrosion-fighting and rust coating to prevent inside the established leader—oil and dirt guard and their interference. All outside bodywork is finished steel or stainless aluminum. And all instruments, air handles, grab rails, mirrors, and clearance lights, when installed, are designed to prevent falling damage to road and overhead obstacles.

So wonder Mack's the industry's standard in the industry. So simply, you'll say: "BUILT FOR A MACK TRUCK."

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