



DM Model



The Mack DM—designed as America's h

Regardless of your type of work, it pays to use the best tools money can buy. In construction trucks, that means the Mack DM Series.

From bumper to bumper the Mack DM is a no-nonsense, heavy-duty truck. Mack designed it that way for one reason: to haul maximum payload day after day in on/off highway dump/hauler operations.

The DM Model is versatile too. The very features that give it toughness and tenacity as a mixer or dump truck also make the DM an ideal choice as a powerful lowboy tractor for heavy hauling... a durable workhorse in logging... oil field rigging... utility work, or any of a host of other heavy-duty jobs. The DM is so popular in block and refuse service, for example, that we offer special wheelbase options just for those applications.

In fact, the Mack DM has whatever you are likely to

need in heavy-duty specifications. There's a wide range of engine options... from 237 to 440 hp with transmissions to match... single or tandem rear axles... wheelbases to 320 inches (812.8 cm) (GVWs to 103,000 lb (46,700 kg)... and much more.

No doubt about it—Mack, more than any other truck manufacturer, has built its outstanding reputation for quality squarely on its offerings to the construction industry. And that's as true now as in 1916 when Mack introduced its first construction truck—the famous chain drive AC model Mack Bulldog®.

Today the DM Series continues the Mack Bulldog tradition—delivering the highest productivity, performance and durability for the lowest lifetime cost of any construction truck made anywhere in the world! Take a good look at a Mack DM—you'll agree it's the best!



Best working construction truck...

Designed to work harder for you.

A construction truck should work with, not against its driver. That's why the Mack DM Series cab is offset 11 1/2 inches (292 mm) to the left. This arrangement gives not only maximum visibility for close-in maneuvering, but safer, surer, easier driver access and exit — both valuable assets on construction job sites.

Inside the cab a wide selection of suspension type seats, plus an adjustable steering wheel as standard to insure comfort, plenty of leg and belly room. The large two-piece windshield is tilted to reduce glare, and numerous air outlets along its base give quick defrost/defogging while wiper-mounted windshield washer nozzles provide really effective exterior cleaning.

A powerful heater/defroster unit ensures plenty of cold weather snugness. And three, 2-way front air vents (roof, cowl and left hand side) plus two cross-ventilation windows give the best cab ventilation in

the industry. Optional heater/air conditioning and high-performance heater systems are available for summer cooling or severe winter weather duty.

Instrumentation is arranged according to TMC-SAE recommendations and is modular for easy access and replacement. Standard instruments include speedometer, tachometer, voltmeter, air and oil pressure and fuel gauges. Instrument and control lighting is by single bulb fiber optics for convenience in bulb replacement.

The cab itself is a strong, rigid, fully welded structure of corrosion resistant galvanized steel. It features heavy-duty concealed door hinges for clean appearance and long hinge life; three-point rubber suspension for isolation from road shock and chassis flex; plus a choice of stylish fibreglass tilt hood/fender assembly or heavy-duty steel butterfly hood with swing-out ladders, both providing extra-easy preventive maintenance inspection.



See for yourself how Mack fights the elements:

Maximum service with minimum maintenance demands a "right" cab. And so do today's drivers who deserve a workplace that's both functional and comfortable.

Mack cabs are built with double-wall construction for greater driver safety and extra edge door seals to lock out heat and cold. Mack puts plenty of the right kind of sound-proofing material in the right places—like the closed-cell polyethylene foam that backs floor mats to cut down not only on noise but on moisture retention and floor rust too!

And speaking of rust protection, all exterior cab joints are plastic sealed after welding. Then the whole galvanized cab is electro-dip primed for absolute maximum coverage. Tectyl® anti-rust coating is sprayed inside the windshield header, roof and floor panels and then the floor is undercoated. All outside brightwork is stainless steel or anodized aluminum. And all attachments for door handles, grab rails, mirrors, clearance lights—even emblems—are galvanized to prevent freezing damage to paint and eventual corrosion.

No wonder Mack cab integrity is legendary in the industry. No wonder people say "BUILT LIKE A MACK TRUCK."

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Cold . . .



Heat . . .



Noise & moisture . . .



Rust . . .



Mack's all-welded galvanized steel cab

and 606 — are Mack engines
 for the greatest possible truck

Series deep-profile tires offer some of
 the best traction in the industry
 — up to 6.5 million lb. (25000 to
 60,000), depending on model. Extra heavy
 suspension, by strong, aerodynamic-shaped
 components, are attached to main frame
 by body-board bolts — for a chassis
 that just keeps running, maximum
 maintenance-free life.



Transmission tank
 you need for your
 haul. High to low
 gear for stronger power
 provides 23.7 to
 ground gear ratio
 to minimize slippage
 and wear. In wet
 drive output, there
 is more torque. Optimal
 fuel economy. Optimal
 and bottom reduce
 PTO for full torque

and
 not
 available
 in some
 states
 where
 required

under all conditions. Optional optional right and left front
 spring rates are available for applications like: slopes or
 unevenness involving off-center loads. Mack precision front
 axle steering geometry and parallelism plus tie-rod
 assembly, provide excellent load handling while retaining
 smooth, chatter-free braking within a "wear loop" over the
 roughest of road surfaces.

Add such premium features as the exclusive optional
 Dynamax™ long-wearing oil bath shock wet clutch
 and simple yet unique Mack full-time automatic steel-side
 power divider — standard on all Mack bogies — and you
 can be sure you're getting the utmost production efficiency
 out of your vehicle. Power where you need it!

Favorite Mack rear-axle spring-ride
 offers special air-ride features in 606
 model applications for maximum stability
 with high centers of gravity loads.
 Tough Durastop™ dual reduction drive
 gives better load pulling capacity, more
 ground clearance than conventional design.



Mack DM 600 Series
 frame is formed from
 high-strength, low-alloy
 steel, tempered to 110,000
 PSI maximum yield strength.
 Deep-belly sections behind
 cab give extra strength
 where needed while allowing
 an overall weight and height of
 advantage in reducing the section
 depth over the beam and to
 the rear.

Mack tapered kingpin tapered I-
 beam front axle offers the construction
 operator superior handling, high
 capacity, long life life, low component
 wear and minimum maintenance — thanks
 to such features as sealed kingpins, easy steel
 ball adjust and needle roller kingpin bearings,
 completely sealed kingpin bearing carrier, and steel
 wheelbearing replaceable wear bars. Capacity ratings to
 22,000 lb. (10,423 kg) for long life under the most severe
 on/off highway use.

Choose Your Powertrain Components

"Built Like A Mack Truck". It's more than a phrase, it's a philosophy.

DM Model



Mack has parts and service wherever you



Now Bulldog Protection™ rides with your Mack
 truck wherever it goes. If you ever run into
 mechanical trouble, chances are you're just a
 phone call away from one of our hundreds of
 sales, parts and service centers, ready to assist.

1-800-262-MACK

Calling our toll-free hotline, will put you in touch
 with our Bulldog Protection representatives.
 They'll do their best to get you out of trouble. And
 back on the road as quickly as possible.

