

MACK^{T.M.} INTERSTATER

Helps make long-haul truckers
proud and profitable.





Mack Interstater

... the right combination
of reliability,
comfort and efficiency.

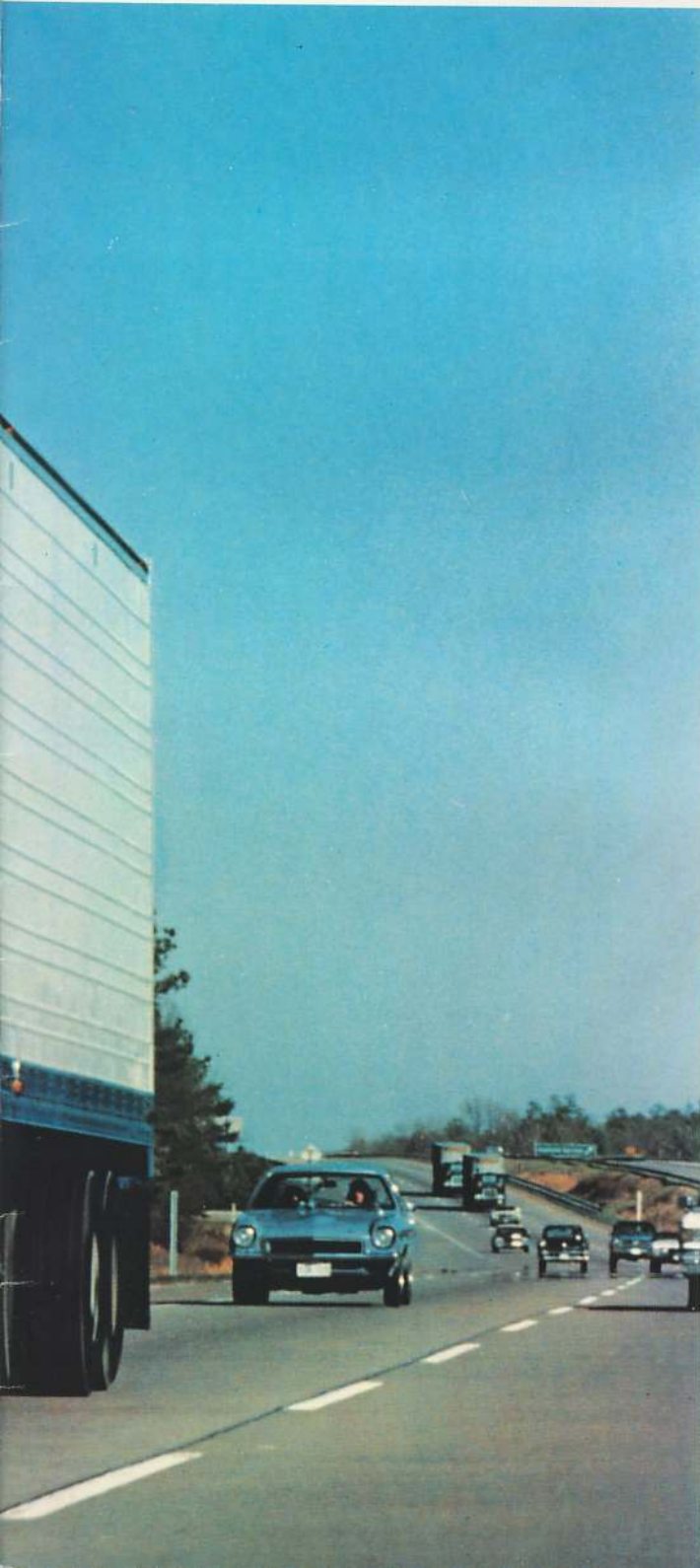
For short hauls or coast-to-coast runs, Mack Interstater truck has all the ruggedness and reliability to handle the job.

The Maxidyne®-Maxitorque® powertrain shortens trip time with higher average road speeds. Fuel economy is excellent and maintenance requirements are low. The Interstater truck is available with short BBC and wheelbases as short as 118 inches (300 cm), hauls high payloads and allows maximum trailer lengths.

Your Mack Interstater can be a straight truck, or used as a tractor with any combination of highway trailers.

From over a dozen Interstater truck models, you can get exactly the truck you need. Mack or vendor engines are available to meet your needs.

Mack designs and builds more of its major components — engines, transmissions, axles, frames and so on — than any other North American manufacturer. They are balance-designed to work together efficiently for a long and productive truck life. When you start out in an Interstater truck, you have Mack dependability going with you every mile of the way.



Interstater lets you enjoy the ride... with safety.

Comfort and easy operation are important safety factors, especially on long runs. The Interstater cab has plenty of room. Sleepers are 86½ inches (220 cm) BBC, non-sleepers are 50½ inches (128 cm). A remote oil-level indicator is optional with all Mack engines. The in-cab mounted gauge is calibrated in quantities of oil ranging from nine quarts low to one quart over full. The combined heater and optional air conditioner provides year-round climate control, and is mounted in the center, leaving more leg room for both the driver and passenger. Choose from a large selection of vinyl-covered, molded foam driver's seats. Each is fully adjustable forward and backward, as well as for tilt. The driver's seat is suspended and isolated from road noise and vibration for maximum comfort. The oversized windshield washer fluid container with a one-and-a-quarter gallon (4¾ L) capacity is located in the right-hand door with the easy-fill spout in an inconspicuous section at the rear end of the door. The cab can be tilted without danger of spillage marring the cab interior.

Plenty of room to stretch out.

The Mack sleeper is comfortable and spacious, with a 36-inch (91 cm) wide bunk. The cab is sealed for efficient heating and cooling and a quiet ride.

Combination rear lights of virtually indestructible Lexan.



Rear lights combine tail, stop, directional and back-up lamp functions in one unit. Water-tight design eliminates internal corrosion and resultant breakdown of the electrical system. Bulbs are shock-mounted to reduce filament breakage.



Excellent visibility for safer operation.

The big, 2-piece, 2218-square-inch (14 311 cm²) wraparound windshield of tinted glass offers exceptional visibility. Dozens of air outlets across the entire base of the windshield provide rapid, efficient defrosting and defogging. There's no need for an auxiliary defrosting fan. Windshield washer outlets are mounted on the wiper arms, providing an excellent spray pattern for fast, effective cleaning.



Sturdy, safe, double-wall all-steel cab is protected against rust

... cab is comfortable, makes driving a pleasure.

The Interstater cab is double-wall all-steel construction, sturdy, for a safe ride. To protect against rust, Mack has incorporated the latest protective coating technology. Caulking and bare metal preparation have been improved, and special gaskets have been added at potential rust areas between all hardware and sheet metal. New weld-through sealer is applied between various pieces of welded metal. The cab undercoating is fortified with rust inhibitors. The interior floor is treated with a combination sound deadener and rust preventive, and a special coating for extra protection against water is added. The new floor mat does not retain moisture. All accompanying small parts in the cab assembly are primed and painted, using the latest techniques. Advanced exterior paint application methods have also been adopted. Efficient door drainage prevents the accumulation of water pockets. Galvanized sheet metal and stainless steel parts are used in critical potential rust areas.



Easy-to-operate instruments

The instrumentation and controls meet and exceed RCCC and SAE recommendations for easy scanning and operation. All control identifying legends are well-illuminated by a one-bulb fiber optic system.

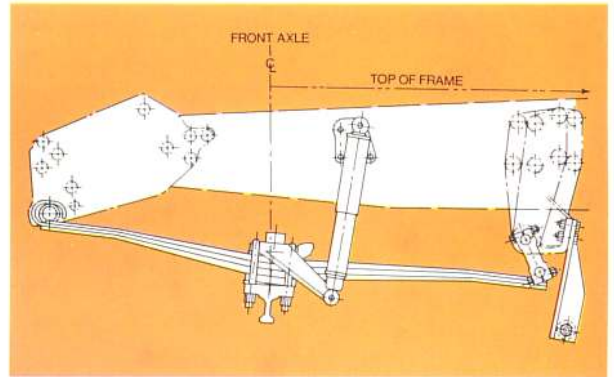
Mack's Power Divider provides positive traction.

Mack's fully automatic inter-axle power divider proportions the power between forward and rear tandem axles. A cam-and-plunger mechanism delivers a torque bias to the axle that provides greater traction, while providing normal differential action.



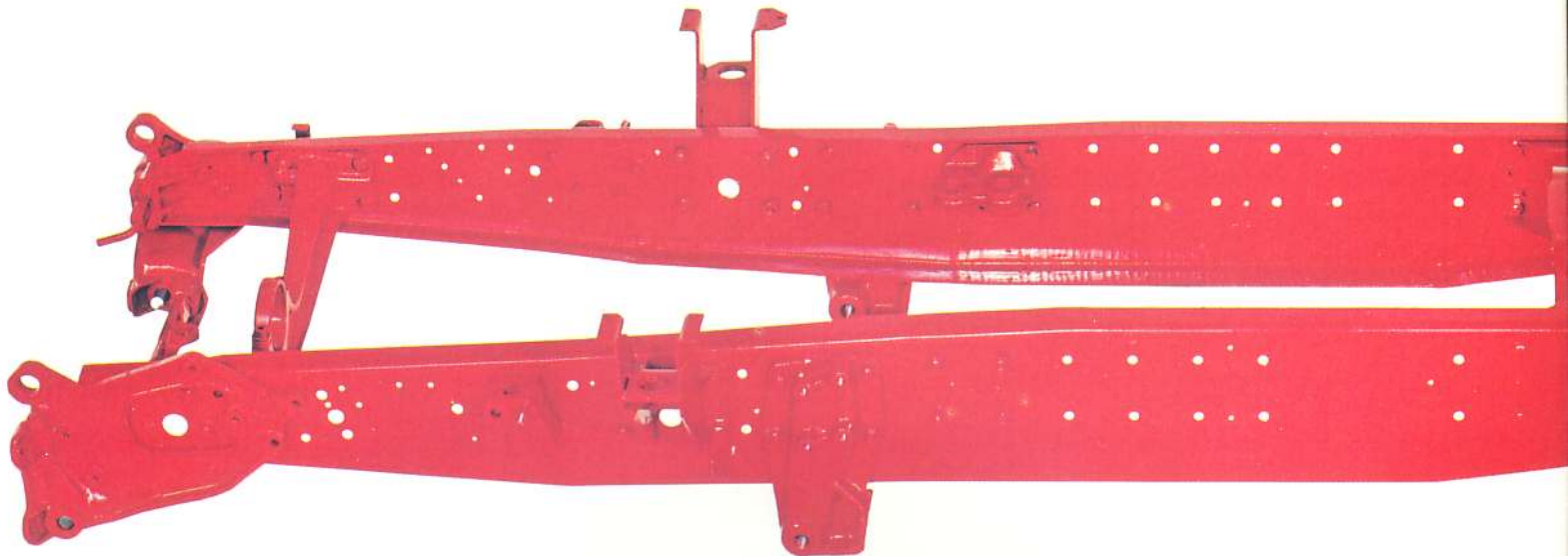
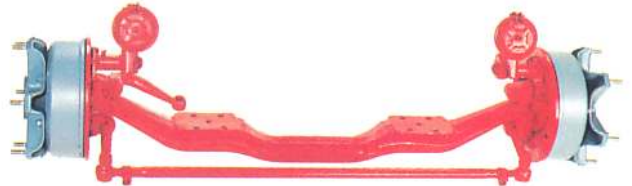
Taper-leaf front spring arrangement helps give you a smooth ride.

Taper-leaf springs virtually eliminate the inter-leaf friction common to multi-leaf springs. The taper-leaf concept shown in the diagram allows the front spring to work more freely and effectively throughout a wide load range. This arrangement is accompanied by forged aluminum rear brackets and shackles. Taper-leaf springs, plus the 13 $\frac{3}{4}$ -inch (34 cm) deep center section frame rails, contribute to Interstater's comfortable ride. Their adoption as standard equipment was a major step in Mack's continuing program of ride improvement techniques.

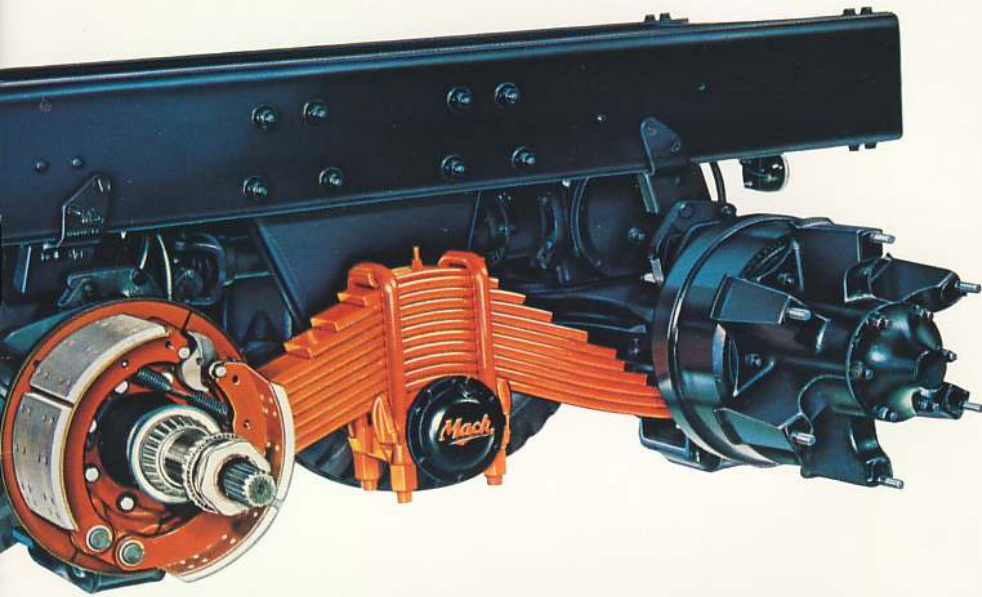


Sharper turns with less effort.

Front axles, with ratings to 18,000 lbs. (8 172 kg), are Reversed-Elliot, drop-forged I-beam construction, so they are strong and lightweight. Mack's computer-determined selective steering geometry helps you make close turns. Power steering is available.



Mack components combine to give you the best over-all performance possible.

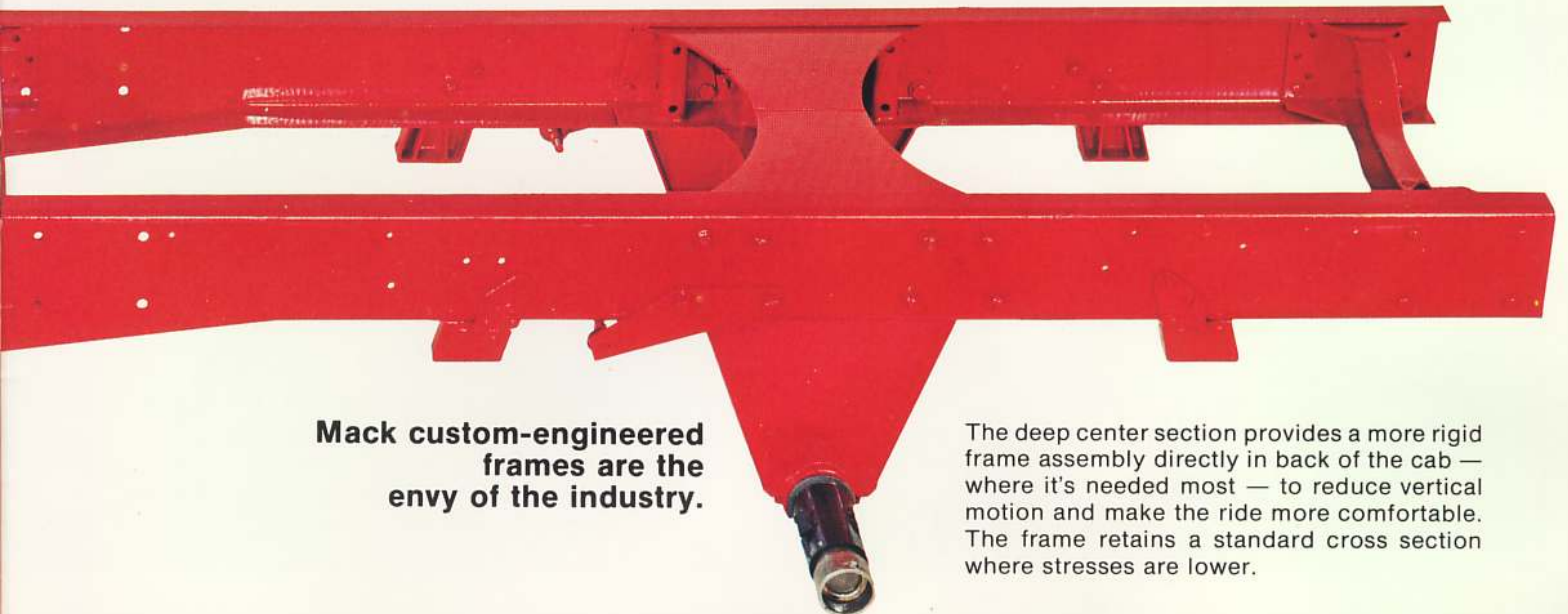
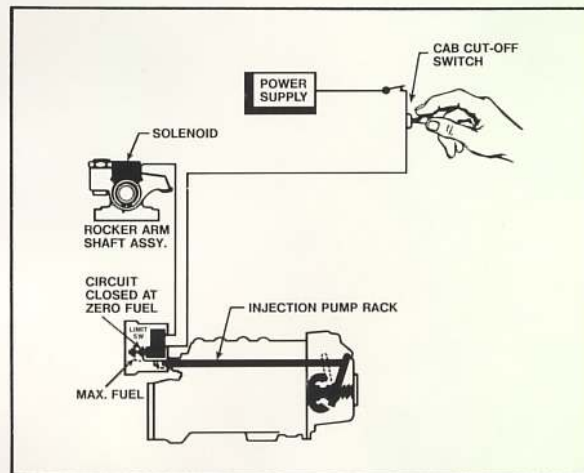


Dual reduction . . . a standard feature on Mack bogies.

Mack bogies, with straight-through dual-reduction drive carriers as standard, require no transfer gearing and provide excellent driveline angles. This exclusive Mack design permits shorter wheelbases, extended "U"-joint life, lower bearing side loads and reduced vibration.

Dynatard® engine brake uses engine compression to provide braking power.

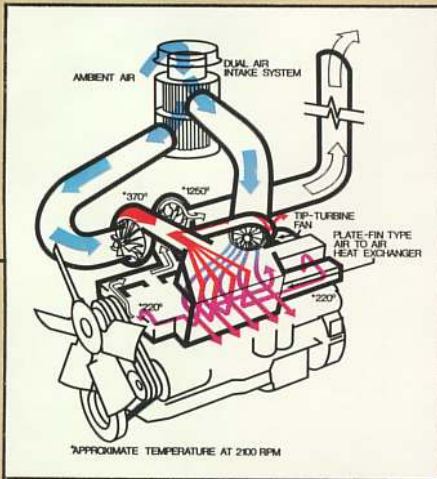
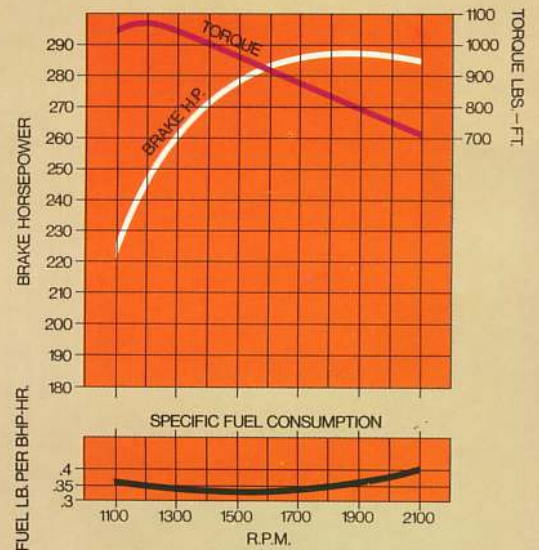
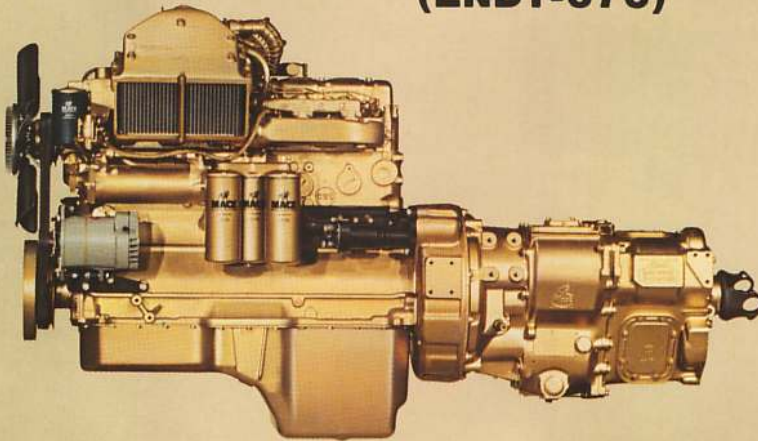
Mack's Dynatard engine brake is simple, practical, and designed especially for today's engines. Hydraulically actuated, it has braking horsepower absorption almost equal to engine output. Components such as wiring harness, solenoid, rocker arm and push rod are internally-mounted. Dynatard operates by a convenient on-off switch on the dash.



Mack custom-engineered frames are the envy of the industry.

The deep center section provides a more rigid frame assembly directly in back of the cab — where it's needed most — to reduce vertical motion and make the ride more comfortable. The frame retains a standard cross section where stresses are lower.

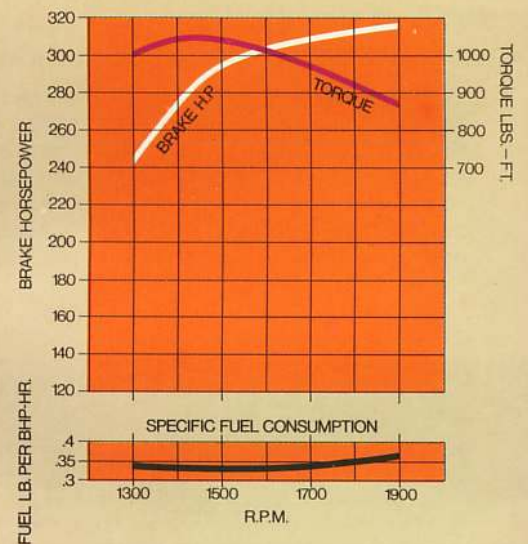
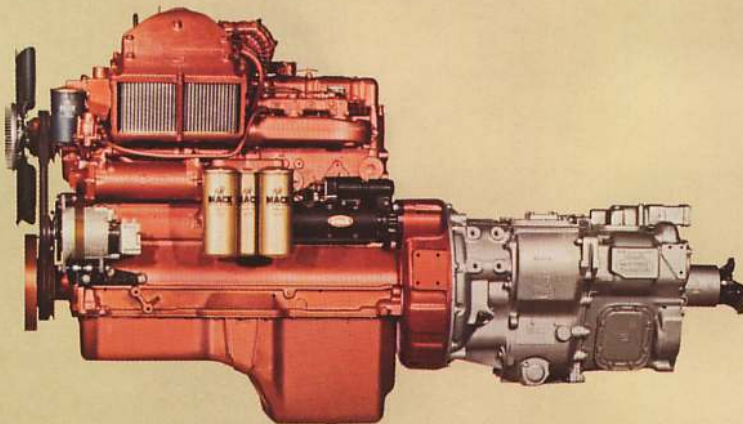
Maxidyne 300 Series (ENDT-676)



The Maxidyne 300 Series diesel (ENDT 676) was developed from the standard Maxidyne diesel. Its revolutionary air-to-air aftercooling system — the world's first for highway truck diesels — enables a substantial increase in horse-

power. Rated 285 hp (213 kW) at 1800 RPM, with a peak torque of 1080 ft/lbs (1 464 Nm) at 1200 RPM, it has the same fuel-efficient characteristics and durability that have made the name Maxidyne synonymous with economy.

"300-PLUS" (ETAZ-673A)

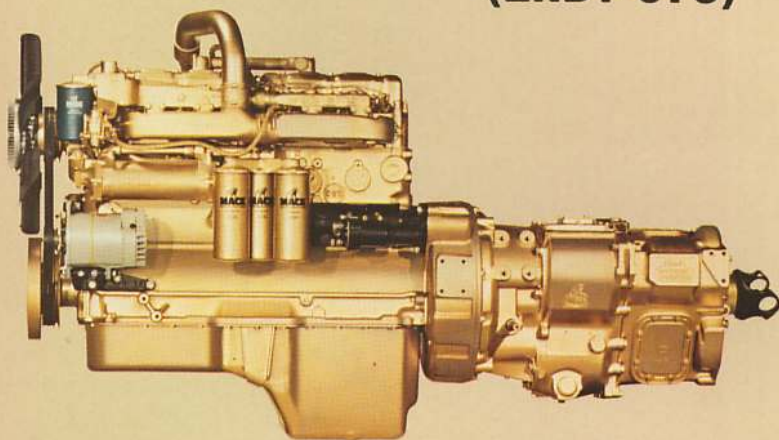


Mack's sensational "300-PLUS" engine (ETAZ 673A), introduced in late 1975, is a modified high-torque-rise version of the 300 Series engine. Developing 315 hp (235 kW) at 1900 RPM, its torque curve has been tailored for a traditional 10-speed transmission . . . yet it produces almost as much torque (1050 ft/lbs (1 424 Nm) at 1450 RPM) as its

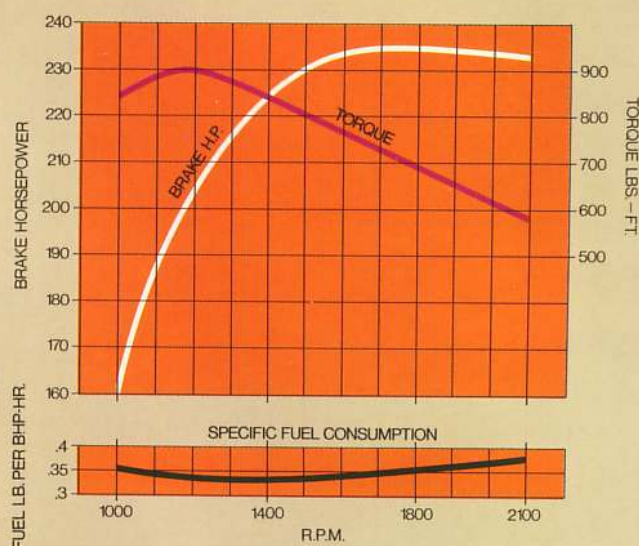
Maxidyne 300 Series counterpart. Due to the high efficiency of its matched turbocharging and aftercooling systems, and its lower average engine speeds, the "300-PLUS" delivers top performance and superb fuel economy with traditional Mack dependability.

Powerful, fuel-efficient Mack engines save you money.

Maxidyne (ENDT-675)

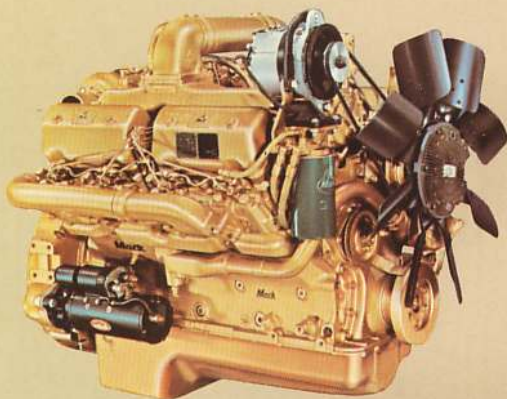


The 237 hp (177 kW) Maxidyne 6-cylinder engine (ENDT 675) delivers essentially constant horsepower over a wide operating range (1200-2100 RPM). It produces its peak torque of 906 ft/lbs (1 228 Nm) at 1200 RPM, and operates with only five evenly-spaced transmission gears. This

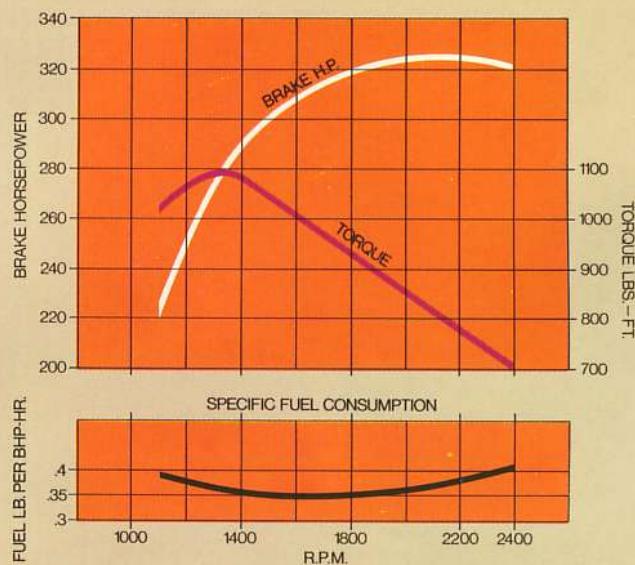


reduces shifting, and allows higher average road speeds at lower average engine RPMs, extended engine life, and outstanding fuel economy. As the first high-torque-rise (53%) engine in the industry, this Maxidyne has revolutionized diesel truck performance.

Maxidyne (ENDT-865)



The Maxidyne V-8 325 hp (242 kW) diesel (ENDT 865) creates high torque at low RPM, producing nearly constant horsepower over a wide operating range. The high-torque-capacity Maxitorque transmission (TRDL 1070) is specifically designed to work with the high-perfor-



mance Maxidyne. The unique ability of this engine-transmission combination to operate with only five evenly-spaced gears results in less shifting, faster acceleration, higher average road speeds, reduced trip time, and fuel savings.



Mack's ESI-PLUS Program reduces downtime.

You can save on expensive mechanic's labor with Mack's new ESI-PLUS program. Mack highway trucks, powered by Mack 6-cylinder diesels, can now operate for 25,000 miles (40 225 Km) 600 hours, or 6 months — whichever comes first — before changing lube oil. All six ESI-PLUS filters are color-coded and individually threaded for fast, no-mistake installation. (Recommended filters and lubricants must be used and factory fuel injection settings maintained.) Mack's recommended chassis lube interval for highway vehicles is 50,000 miles (80 450 Km), provided Mack-specified lubricants are used.

Engine Specifications Selected power options for The Mack F Series

Chassis Model	Eng. Model	No. Cyl.	Horsepower			Torque		
			*BHP	(kW) @ RPM	*Lb.-Ft.	(Nm) @ RPM		
F711	ET673 (MACK)	6	260	(194) 2100	775	(1 051) 1500		
F712	ETAZ673A (MACK)	6	315	(235) 1900	1050	(1 424) 1450		
F785, F885	ENDT675 (MACK)	6	**235	(175) 2100	**906	(1 228) 1200		
F786, F886	ENDT676 (MACK)	6	283	(211) 2100	1080	(1 464) 1200		
F795, F895	ENDT865 (MACK)	8	**322	(240) 2400	**1100	(1 491) 1350		
F797	ENDT866 (MACK)	8	375	(280) 2200	1040	(1 410) 1600		
F735	ET1005 (MACK)	8	353	(263) 2100	1370	(1 857) 1230		
	ET1005A (MACK)	8	360	(268) 1800	1370	(1 857) 1230		
F734	NTC250 (Cum.)	6	250	(186) 2100	850	(1 152) 1300		
	Form. 250 (Cum.)	6	250	(186) 1900	850	(1 152) 1300		
F747	NTC290 (Cum.)	6	290	(216) 2100	930	(1 261) 1300		
	Form. 290 (Cum.)	6	290	(216) 1900	930	(1 261) 1300		
F767	NTC350 (Cum.)	6	350	(261) 2100	1065	(1 444) 1400		
	Form. 350 (Cum.)	6	350	(261) 1900	1065	(1 444) 1300		
F726	6V92T (DD)	6	322	(240) 2100	890	(1 207) 1400		
	6V92TT (DD)	6	270	(201) 1950	958	(1 299) 1200		
F773	8V71N (DD)	8	304	(227) 2100	800	(1 085) 1600		
F770	8V92T (DD)	8	430	(321) 2100	1186	(1 608) 1400		
	8V92TT (DD)	8	365	(272) 1950	1223	(1 658) 1400		
F754	3406T (Cat.)	6	325	(242) 2100	1015	(1 376) 1200		

Conversion factors

kW = kilowatt
Nm = Newton-metre

(DD) = Detroit Diesel
(Cum.) = Cummins

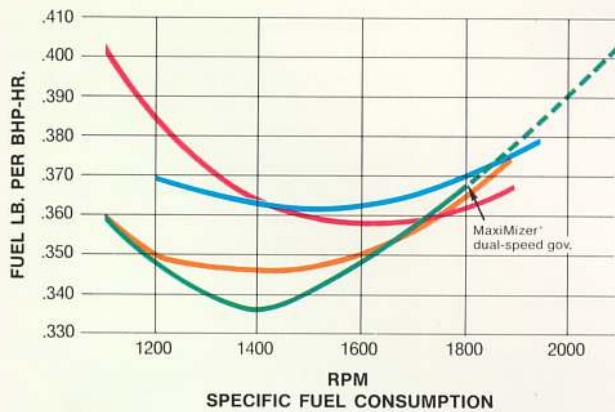
1 BHP = 0.746 kW

(Cat.) = Caterpillar

1 Lb.-Ft. = 1.3558 Nm

* Based on performance @ SAE standard conditions of 29.00"HG and 85°F, (29.4°C) air intake temperature.

** Based on performance @ SAE standard conditions of 29.92"HG and 60°F, (15.6°C) air intake temperature.



Maxi-Mizer® ultimate fuel savings!

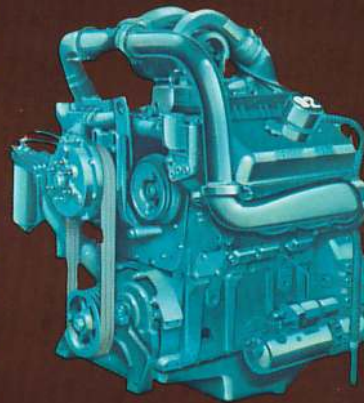
Maxi-Mizer road speed governor, used in conjunction with a numerically lower rear axle ratio, delivers the ultimate in fuel efficiency. Maxi-Mizer limits the pump governor travel to a factory pre-set 1800 RPM on the Maxidyne 300 Series engine when the Maxitorque transmission is in cruising gear. It's tamper-resistant, yet provides the opportunity to adjust cruising miles per hour, eliminating rear axle carrier ratio changes.

- **Maxidyne 300 Series** (ENDT676), 285 hp, with 5-speed Maxitorque transmission
- **Cummins Formula 290**, governed at 1900 rpm, with 9-speed transmission
- **Detroit Diesel 6V92TT**, 270 hp, governed at 1950 rpm, with 6-speed transmission
- **Mack "300-PLUS"** (ETAZ673A), 315 hp, governed at 1900 rpm, with 10-speed transmission

Quality engines and transmissions of other manufacturers



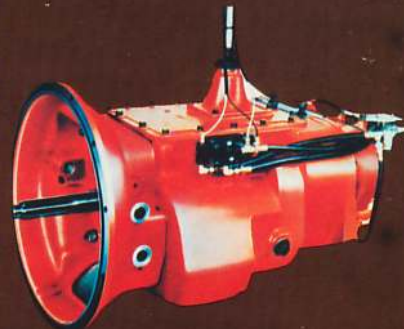
Cat 3406 is a big-bore diesel available in both high-torque-rise and conventional-torque-rise versions, with horsepower from 280 (209 kW) to 360 (268 kW).



Detroit Diesel 92 Series provides relatively constant horsepower. 6V92 (shown) with recommended 9-speed transmission permits less shifting while maintaining engine operation in an economical speed range. The 8V92 series engines are also available in horsepower ratings from 335 (250 kW).

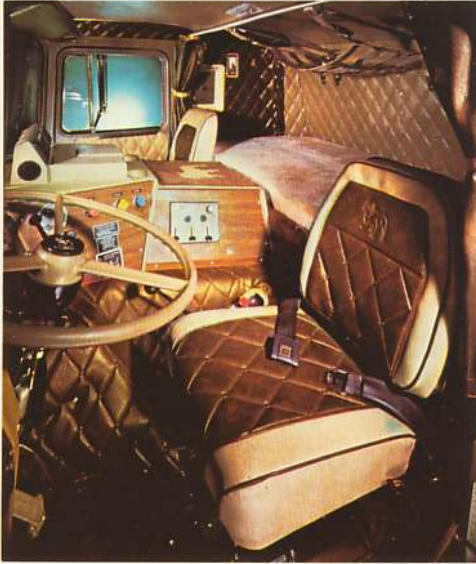


Cummins Formula 350 "Big Cam" engine is governed at 1900 RPM and provides 1065 ft/lbs (1 444 Nm) of torque at 1300 RPM. The Formula 290 is also governed at 1900 RPM and provides 930 ft/lbs (1 261 Nm) of torque at 1300 RPM. Other available Cummins engines include the NTC 400.



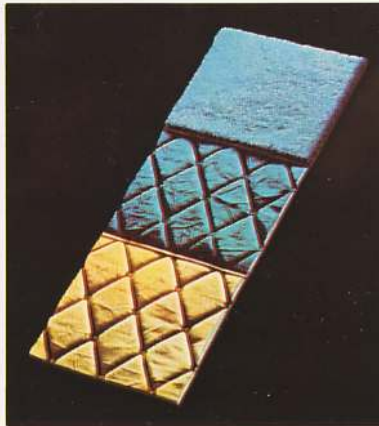
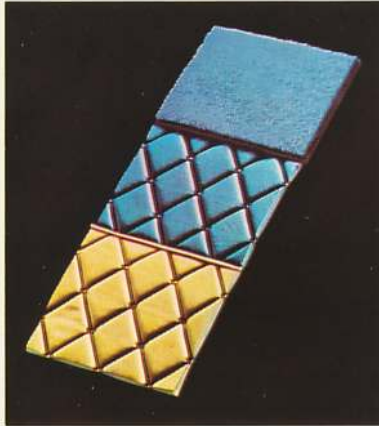
Fuller's complete line of heavy-duty transmissions includes this popular RT 1110. It's available in either direct or overgeared versions, as are other "Roadranger" Series transmissions from 9 to 15 forward speeds.

Add your own touch of class



This is one of the four optional interiors available on special order for those with a taste for luxury. These fashionable interiors, in cocoa brown/beige combinations, are available in durable vinyl (illustrated above) and smooth, comfortable velour. Shown on the right is the navy blue/beige combination in both the vinyl and velour upholstery.

Mack is the recognized leader in the industry for internal and external sound reduction — these interiors deaden noise to an even greater degree. The heater and air conditioner outlets are located at all critical areas for sleeping, driving and riding comfort. This system permits dehumidifying without changing air temperature. So, on a hot, rainy day, you can defog the windshield, take the moisture out of the cab, and stay dry and comfortable.



This new fashion breakthrough includes the seat, carpeting, roof, door kick and side panels, console, doghouse cover, sun visor, headliner, bunk trim, curtain and sleeper divider sill.

And for the exterior of your cab, Mack introduces custom paint design systems at factory prices! Pick one of the many new designs . . . mix and match any colors you choose . . . and design a look that's uniquely your own.

Add an optional AM/FM tape multiplex stereo radio inside — and chrome and polished aluminum options outside, such as bumpers, air intake scoop, exhaust stack, air horns, disc wheels, and many more.

Now you're ready to roll . . . in the style every long-haul trucker deserves!



Extensive testing

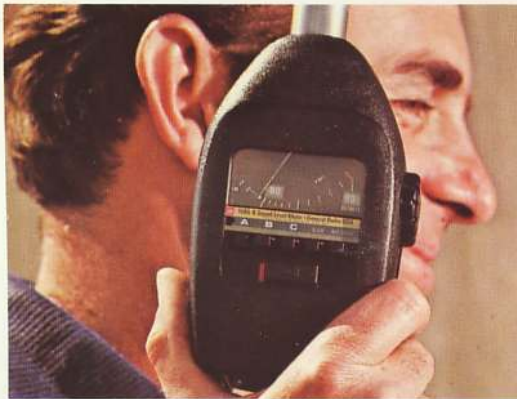
assures temperature, pressure, sound and vibration levels are under control.



Cabs are pressure-tested for proper sealing. Sealing keeps out noise, fumes, heat, cold and moisture.



Every cab undergoes water tests to make sure it's sealed to stay dry on the inside all year 'round . . . to stay warm in winter and cool in summer.



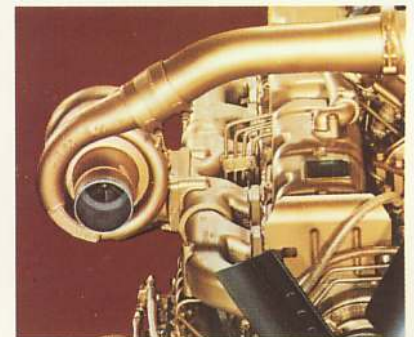
Mack trucks are designed to be quiet. Interior sound levels are well below BMCS specifications. A special compound applied to the floor to prevent rust, also helps deaden noise.



Engines, transmissions and axles are dynamometer-tested for noise, leaks and vibration.



The variable-speed fan drive operates on demand when cooling is needed, reducing parasitic power losses, saving fuel, and lowering noise levels.



Turbochargers, standard on all Mack engines to increase horsepower, also serve as effective noise-muffling devices.

Expert Service

Mack technicians are factory-trained experts. Mack Trucks' Field Training Program keeps them constantly up to date on the latest techniques, tools and diagnostic equipment.

Mack Parts and Service is determined to be the best in the business . . . with reliable, high-quality service to every customer.

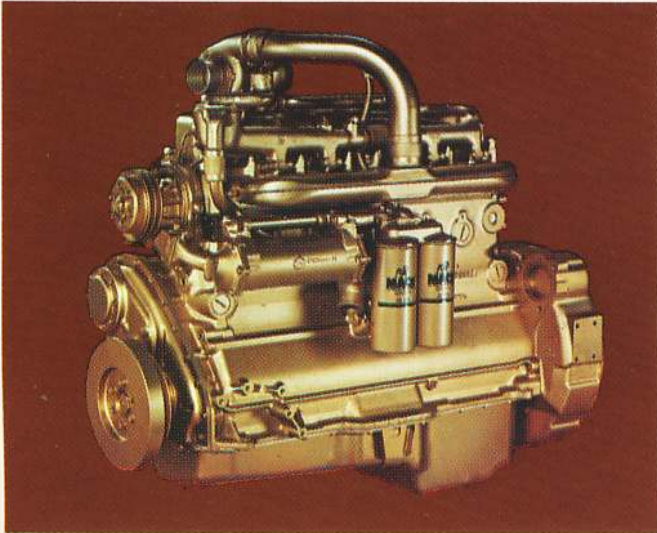
New Genuine Mack parts

Each Mack Sales, Parts and Service Center has a full line of new Genuine Mack Parts . . . as well as quality parts of other manufacturers.



We're right on your way

with complete, efficient
service at more than
800 outlets.



Pedigreed® Rebuilt/Exchange Parts

Alternators, generators, starters, turbos, water pumps, clutches, brake components, and entire engines — all these Pedigreed parts are custom-rebuilt by trained technicians. A Pedigreed Rebuilt/Exchange engine can save you up to 1/3 the cost of a new engine. Ask about our 100,000 mile conditional warranty.



Glider Kits . . . for a Mack that looks like new at half the cost.

With an Interstate Glider Kit and your present powertrain, you can have a truck that looks like new, but costs only about half the price of a new truck. The cab has all the wiring and instrumentation in place, and is mounted on a rugged aluminum or steel frame. The kit also includes a complete cooling system, front axle and suspension, steering gear, exhaust system, front wheels and tires.



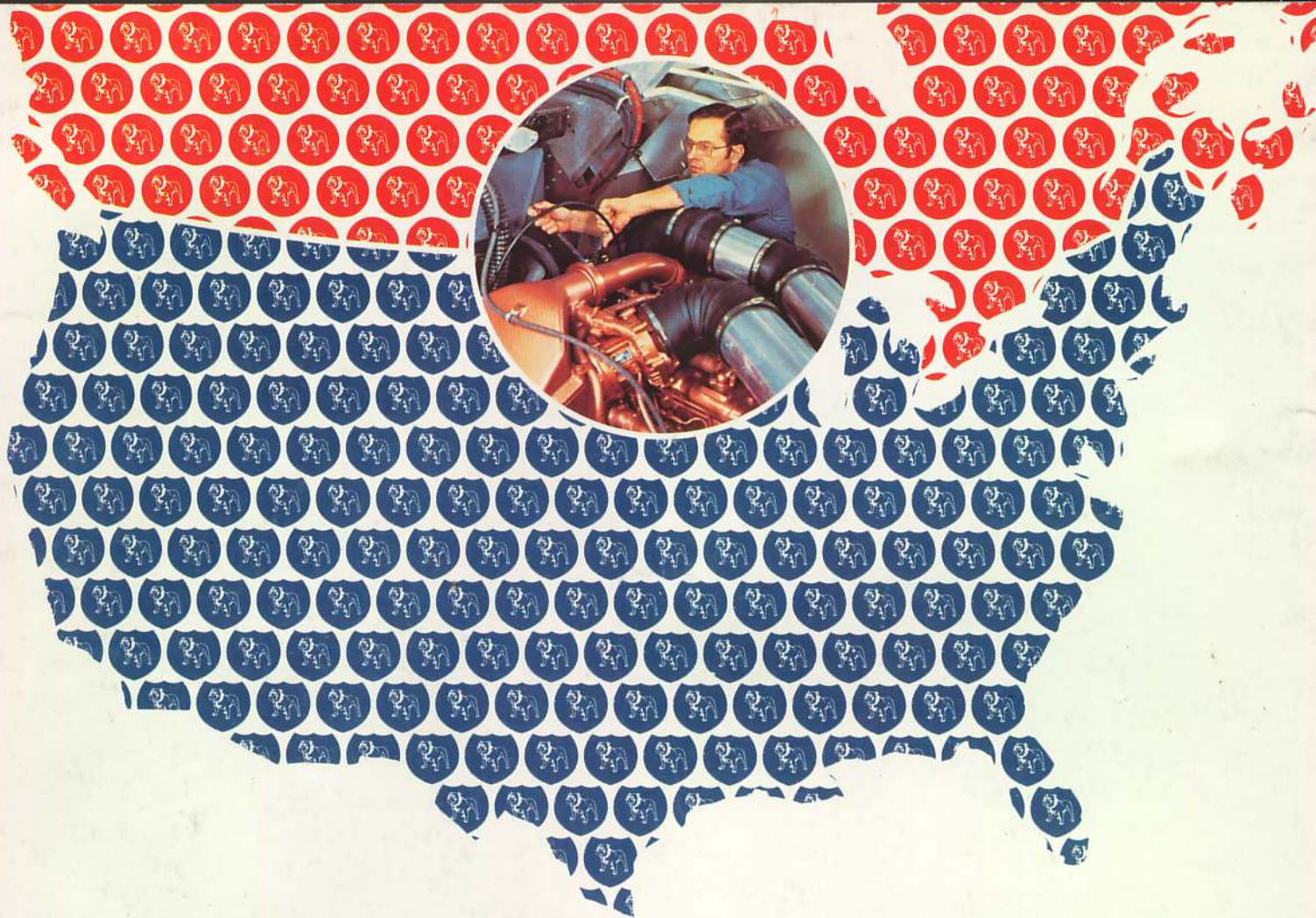
Mack accessories help make your truck distinctively your own.

Select your accessories from high-quality air horns, lights, reflectors, long-lasting batteries, air conditioners, CB's, AM/FM stereo tape deck combinations, and lots more.

Maintenance-Free battery saves time and money.

This rugged, polypropylene-encased battery needs no water. Its exclusive design practically eliminates corrosion build-up. This battery is the top of the Mack line, has cranking power to spare.





We want your visit to be short and satisfying

A triple-tier parts inventory system backs up every Mack outlet with regional parts distribution centers in the U.S. and Canada. These centers, in turn, are linked to Mack's master parts warehouse in Bridgewater, N.J. by means of a satellite communications system that can transmit data to the Bridgewater computer at 2,400 bits per second! This is the kind of space-age technology employed by the Mack Parts and Service Division to get parts where they're needed fast!

For the past five years, Mack has given top priority to the expansion of its parts and service network ... and today there are more than 800 Mack Sales, Parts, and Service Centers in North America. These outlets are staffed with factory-trained technicians and service managers; and are stocked with a full line of Genuine Mack parts as well as other manufacturers' components — Caterpillar, Cummins, Detroit Diesel, Eaton, Fuller, Rockwell, Spicer.

Our Parts and Service Division is an organization of dedicated professionals who have but one goal — top-quality service support and parts availability to keep Mack customers' trucks on the job.


Mack Trucks, Inc., Allentown, Pa. 18105, The Truck Capital of the World. One of The Signal Companies.

Built Like a Mack Truck® — it's part of the language



MACK®

The Greatest Name in Trucks

One of The Signal Companies. 

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