



MACK[®]
Interstater[®]





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.



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.



Excellent visibility for safer operation.

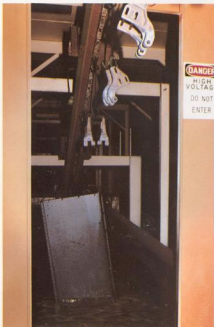
The big, 2-piece, 2218-square-inch (14 311 cm²) wraparound windshield of tinted glass offers exceptional visibility. Dozens of air outlets across the entire base of the windshield provide rapid, efficient defrosting and defogging. There's no need for an auxiliary defrosting fan. Windshield washer outlets 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.

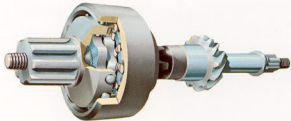


The Interstater cab is double-wall-all-steel construction, sturdy, for a safe ride. To protect against rust, Mack has incorporated the latest protective coating technology. Caulking and bare metal preparation have been improved, and special gaskets have been added at potential rust areas between all 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.



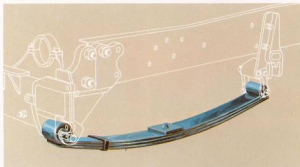
Mack's Power Divider provides positive traction.

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.

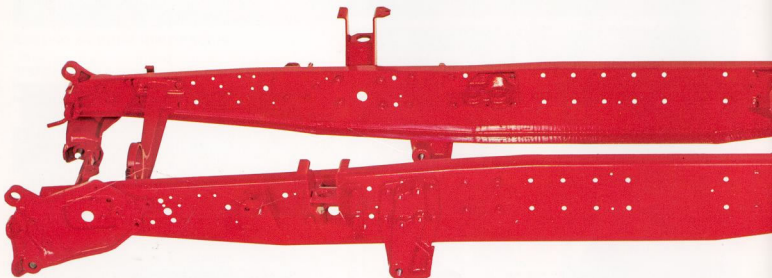
Taper-leaf springs virtually eliminate the inter-leaf friction common to multi-leaf springs. The taper-leaf design allows the front spring to work more freely and effectively throughout a wide load range. This arrangement is accompanied by forged aluminum rear brackets and shackles. Taper-leaf springs, plus the 13 $\frac{1}{2}$ - inch (34 cm) deep center section frame rails, contribute to Interstate's comfortable ride. Their adoption as standard equipment was a major step in Mack's continuing program of ride improvement techniques.



Shackle-type taper-leaf suspension arrangement offers improved ride, less weight, less cost, smooth flexibility. Extended lubrication intervals. Excellent performance for owner-operators, general freight haulers, bulk haulers.

Sharper turns with less effort.

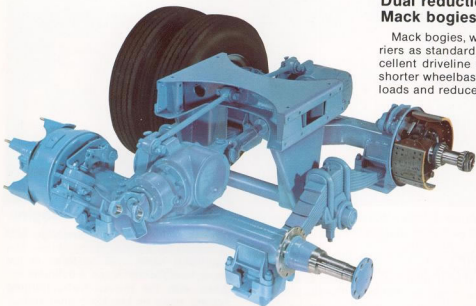
Front axles, with ratings to 18,000 lbs. (8 172 kg), are Reverse-Elliott, drop-forged I-beam construction, so they are strong and lightweight. Mack's computer-determined selective steering geometry helps you make close turns. Power steering is available.



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

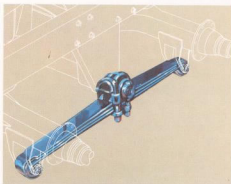
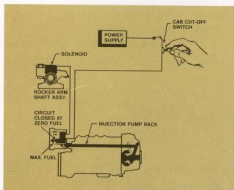
Dual reduction... a standard feature on Mack bogies.

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.



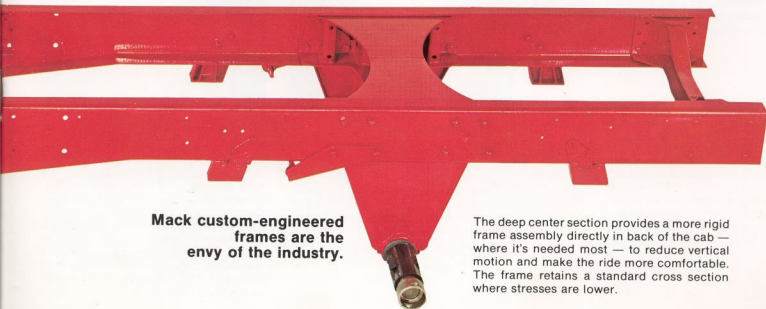
Dynatard® engine brake uses engine compression to provide braking power.

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.



Optional taper-leaf spring suspension

A three-leaf spring pack with eye-tie end is pinned to the axle with cast-steel brackets. Virtually eliminates inter-leaf friction to provide a smoother ride.



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.

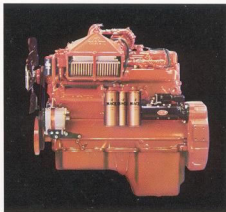
New Super-Saver power under the hood

The great Maxidyne® engines. The EM6-237 and the EM6-285 Maxidyne 6-cylinder engines deliver relatively constant horsepower over a wide operating range — 1200-2100 RPM. The 237 produces peak torque of 906 ft./lbs. (1 228 N•m) at 1200 RPM, and the 285 produces 1080 ft./lbs. (1 464 N•m) at 1200 RPM, and operate with only five evenly-spaced transmission gears, providing fuel economy along with the convenience of reduced shifting. EM6-237R and EM6-285R are reduced speed engines using multi-speed transmissions for outstanding fuel economy.

E6-315 and E6-315R Engines

The E6-315 is a modified high-torque-engine developing 315 hp (235 kW) at 1900 RPM, while the E6-315R is a reduced engine speed version designed to operate at a lower 1800 RPM range for additional fuel consumption savings. This engine has been tailored for traditional multi-speed transmissions. Due to the high efficiency of its matched turbocharging and charge air cooling systems, together with the lower average engine speeds, this engine delivers top performance and superb fuel economy with traditional Mack dependability.

Transmissions for Mack Engines



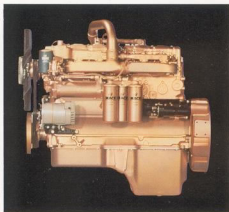
New Super-Saver E6-350 and E6-350R engine

Available in two versions, the E6-350 is rated at 350 hp (261 kW) at governed RPM of 1950 and 1132 ft./lbs. (1 533 N•m) of torque @ 1400 RPM. The E6-350R is a reduced engine speed version for over-the-road applications. It is specifically designed to operate at a lower 1800 RPM range with a multi-speed overdrive transmission for increased fuel savings. This engine offers up to 600 pounds (272 kg) weight savings and significant cost savings over comparable horsepower inline engines. The exclusive series charge air cooling system, together with advanced turbocharger design, extends fuel economy, increases horsepower, while reducing peak cylinder pressures and temperatures, smoke and gaseous emissions and improving engine durability.



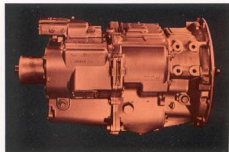
Mack Maxitorque 5-speed transmissions

The Maxitorque transmission has proven high efficiency and economy. With the great Maxidyne engine, its five evenly-spaced gears — with an additional low gear for off-highway operation — simplify shifting, offer higher average road speeds, overall superior performance.



E6-250 Thermodyne® engine

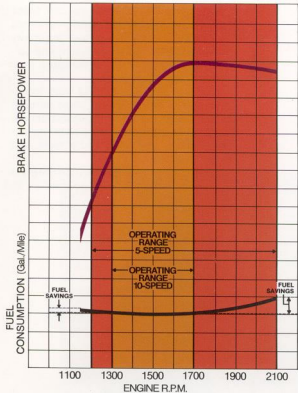
This diesel has both durability and operating economy. It combines the traditional endurance provided in the lower horsepower Mack 6-cylinder engines with the proven turbocharging system used in Mack's higher horsepower engines. The E6-250 develops 250 horsepower (186 kW) at 2100 RPM, 750 ft./lbs. (1 017 N•m) of torque at 1500 RPM. This engine is a broad performer in inter-city, intra-city and construction work.



Mack 10-speed transmissions

The 10-speed Maxitorque splitter transmission includes all the features of this long-proven design. It has an extremely high torque rating, with triple countershaft for maximum capacity. An over-gear is standard... a less than one-to-one ratio allows you to run in a numerically higher gear ratio at highway speeds — highly beneficial in extending carrier life. Other features include a wide variety of PTO applications, and splash and gravity lubrication.

How Mack power improves both fuel economy and overall engine life



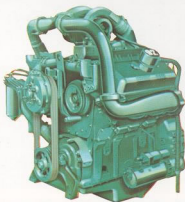
The Maxidyne high-torque-rise engine design, in combination with the Maxitorque five- or six-speed transmission, offers less shifting, easier operation and excellent fuel efficiency. Maxi-Miser® road speed governor, used in conjunction with a numerically-low rear-axle ratio, provides additional fuel economy. Maxi-Miser governs the engine to 1600 RPM in cruising gear. Note in the graph at left, that maximum fuel efficiency is at approximately 1400 to 1500 RPM. Note, too, that with the Maxidyne high-torque-rise engine and a multi-speed transmission, excellent fuel economy can be achieved. By reducing governed engine RPM to 1700, and using multi-speed transmissions, engine revolutions per mile are reduced, and improved fuel economy is gained by maintaining the engine operating range between 1300 and 1700 RPM which is the most efficient area of the fuel curve.

Quality engines and transmissions of other manufacturers



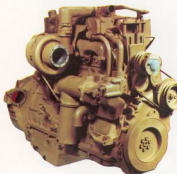
Cat 3406

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).



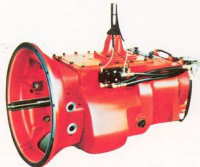
Detroit Diesel 92 Series

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 N•m) of torque at 1300 RPM. The Formula 290 is also governed at 1900 RPM and provides 930 ft./lbs. (1 261 N•m) 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 diesel or over-gear versions, as are other "Roadranger" Series transmissions from 9 to 15 forward speeds.

Add your own touch of class

These and more bright finish options are available — aluminum step and walk grating, chrome air intake and exhaust stack, stainless steel grab handle, stainless exhaust shield, stainless steel grab handle, chrome door handle, chrome air horns and battery box, polished aluminum fuel tanks and bumper, polished aluminum West Coast mirrors.



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!



Parts and Service throughout North America

When you buy a Mack truck, you invest in a lifetime of excellent service. Because Mack understands that getting fast, reliable service when you need it makes a big difference in your earning power.

Over 800 Mack Sales, Parts and Service Centers around the nation and in Canada stand ready to meet your needs. They're staffed with trained professionals — the kind of people who can take care of any truck. Each location has computer access to central warehouses for fast delivery of any part not in stock.

Mack is dedicated to quality when it comes to your truck . . . built-in quality that traditionally commands higher resale value after years of satisfactory performance.



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