

MODELS B-61LST & B-613LST

Six-Wheel, Diesel, Weight-Saver, Tractor

STANDARD EQUIPMENT

RATING, GCW: 72,000 lbs. **32-7†**

WHEELBASE — 146½" Platform — 120"

ENGINE, (Mack Diesel):	B-61LST	B-613LST
Model	ENDL 673	ENDLT 673
Type, Thermodyne	Naturally aspirated	Turbocharged
Brake horsepower @ 2100 r.p.m. (gov.)	170	205
Max. torque @ r.p.m.	1200	1400-1600
Pound-feet	480	560
Oil filter, Luberfiner, by-pass	500C	272C
Purolator	—	Full-flow
Capacity, total	10 qts.	16 qts.
Lube Oil Cooler	—	Ross
Governor	American Bosch, mechanical	
Air cleaner	Donaldson, oil bath	
Radiator, type	Continuous-finned, flat-tube	
Frontal area, sq. in.	560	700
Water capacity of system	48 qts.	52 qts.
Fuel Tank	22 gal., left apron	

CLUTCH (Mack) CL 28
 Single-plate, dry 147/8"
 Area of engagement, sq. in. 253

ELECTRIC SYSTEM 12 Volt, 55 Amp.
 (24 V. starting)
 Battery, number Four (6V)

TRANSMISSION (Mack) TRDL 67 (Not available)
 Ten-speed, direct, two-lever, Duplex

DRIVESHAFTS:
 Spicer, 1700 and 1600 (inter-axle)

FRONT AXLE (Mack) FA 505

Standard Model has the following aluminum parts: Front bumper; Engine flywheel housing, front and rear water manifolds, inlet and outlet water fittings, valve lifter covers; Engine front support; Engine rear brackets; Transmission cases; Front spring brackets; Air reservoirs; Rear axle brake chamber brackets, spiders and shoes; Rear spring end housing caps.

MAJOR OPTIONAL EQUIPMENT

WHEELBASES: See Chassis Diagram

TRANSMISSION: (Mack)

(One of the following is obligatory)

†TR 72, †TR 720 5-spd. . . . TRDL 725, TRDL 7250 10-spd.
 Unishift . . . TRDL 72, TRDL 720 10-spd. . . . TRTL 72
 15-spd.

†With B-L 8035G Aux., requires 170½" WB.

FRONT AXLE (Mack) & STEERING GEAR:

FA 507 (brakes) 16½" x 4" x ¾" (276)
 (springs) Eleven leaves (360")
 SG 261 22" dia. wheel

CABS: (Mack)

CA 27, Contour . . . CAS 28, Sleeper, with mattress (not
 with 146½" WB)
 FA 505 with CA 27 cab requires SG 261

WHEELS & TIRES:

10.00-22 (12P) on 7.5 Rims
 Hi-Tensile Budd Disc Wheels
 Aluminum Budd Disc Wheels

BOGIE (Mack) SWDL 56
 Type Dual Reduction, through
 drive
 Inter-axle differential Mack Power Divider
 Carriers CRDP 92 & CRD 93
 Ratios 4.50, 5.13, 5.73, 6.34, 7.49

BRAKES, AIR:

Size—Dia., width, lining thickness & lining area (sq. in.)
 Front 16¼" x 3" x ½" (204)
 Rear 16½" x 6" x ¾" (828)
 Hand 12" x 5" x ¾" (139)
 Compressor Tu-Flo 500 (12 cu. ft.)
 Reservoir capacity 3030 cu. in. (total)

FRAME: Chrome-manganese steel, heat-treated

Size 9" x 3¼" x ¼"
 Section modulus 9.76

SPRINGS, Semi-Elliptic:

	Front	Rear (inverted)
Size	46" x 3"	50½" x 4"
Leaves, no. & thickness	11 @ .360"	9 @ .625"
Shock absorbers, front	Houdaille, rotary-hydraulic	

WHEELS & TIRES:

10.00-20 (12P) on 7.5 Rims; Cast, Spoke Wheels

STEERING GEAR:

Worm and roller SG 251
 Steering wheel dia. & ratio 22"; 24.4

CAB (Mack) CA 21

All metal, welded, unified cab and cowl

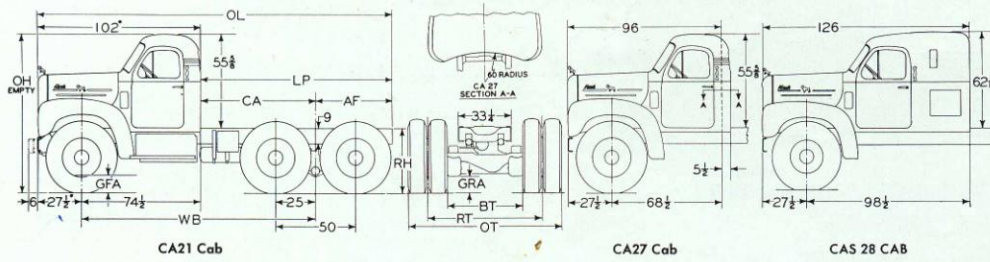
CHASSIS EQUIPMENT: Painting in synthetic enamel

(Mack green, red, yellow, blue, orange or black); aluminum channel type front bumper; headlights and parking lights; stop-tail light; electric horn, dual tone; defroster nozzles; sun visor, left side; air-actuated windshield wipers; automatic reset circuit breakers; two I.C.C. lights; three marker lights; low air pressure buzzer; automatic radiator shutters; brake and electrical connections; semi-trailer; tachometer; single-hand; rim (or disc) wrench.

CHASSIS EQUIPMENT (Optional): Clutch air assist (included with Unishift not available with 5-speed transmission); clutch brake; Mack linkage type, hydraulic power steering; front wheel brake limiting valve; Sealco drain valve; air starting (not with 146½" WB or saddle tank); hand control valve; breakaway safety valve, no shut off valve (I.C.C. requirements); exhaust brake; chrome plated radiator shell; engine thermostat; Bostrom driver seat; safety belt for driver seat; turn signals, front, one each side; West Coast type mirrors, enamel finish, one each side; 17,000 or 25,000 B.T.U. hot water cab heater with defrosters; air horn; vertical exhaust; aluminum hood; extended front bumper (steel in place of aluminum); plate type radiator guard (with extended bumper only); front tow hooks (with extended bumper only); extra stop-tail light; spare rim or spare disc wheel; 8- or 12-ton jack.

For B-61LST only—Lube oil filter, Purolator, full-flow (12 qts.) and Luberfiner by-pass, 272C (4 qts.) in place of std.; Woodward hydraulic governor in place of American Bosch mechanical governor.

MODELS B-61LST & B-613LST



WB	CA21 Cab		CA27 Cab		CAS28 Cab		AF	*OL	Turning Circle Dia. Outer edge of Tire Approx.	
	LP	CA	LP	CA	LP	CA			Left	Right
146½	120	72	126	78	—	—	48	222	53 ft.	49 ft.
164½	138	90	144	96	114	66	48	240	60 ft.	55 ft.
170½	144	96	150	102	120	72	48	246	62 ft.	57 ft.
182½	168	108	—	—	—	—	68	270	66 ft.	60 ft.
194½	194	120	—	—	—	—	74	296	70 ft.	65 ft.
222½	240	148	—	—	—	—	92	342	81 ft.	74 ft.

TIRE SIZE	OH Approx.	GFA	Front Tread		GRA	OT	RT	BT	
			Empty	Loaded					
10.00-20	94¾	10	74	39¾	37½	8¾	95¾	71¾	47¾
10.00-22	95¾	11	74	40¾	38½	9¾	95¾	71¾	47¾

*Add 6" for extended bumper mounting when furnished.

Chassis dimensions are in inches and are for standard chassis unless otherwise denoted.

GEARED MILES PER HOUR

(Max. Speed Shift)

Gov. Speed, 2100 rpm; SWDL 56

Tire Size	10.00-20	10.00-22	10.00-20	10.00-22	10.00-20	10.00-22
Axle Ratios	TRDL 72, TRDL 725		TRDL 720, TRDL 7250		TRTL 72	
4.50	54	57	69	73	64	67
5.13	47	50	61	64	56	59
5.73	42	45	54	57	50	52
6.34	38	40	49	52	45	47
7.49	33	34	42	44	38	40

Tire Size	10.00-20	10.00-22	10.00-20	10.00-22
Axle Ratios	TR 72 & B-L 8035 G		TR 720 & B-L 8035 G	
4.50	64	68	83	86
5.13	57	59	73	76
5.73	51	53	65	68
6.34	46	48	57	61
7.49	39	41	50	52

To determine if a geared speed is actually attainable (loaded to rated capacity) refer to the GRADE ABILITY chart.

GRADE ABILITY

Based on 72,000 lbs. G.C.W.

Model	Net HP	MPH (geared)	50	45	40	30	20	15	10	5	2
B-61LST	162	% Grade	—	.1	.3	1.2	2.6	3.9	6.5	13.9	*30+
B-613LST	192	% Grade	.1	.4	.8	1.7	3.5	5.1	8.1	17.2	*30+

*Actual grade limited by traction.

Under conditions of favoring winds and/or gently rolling terrain the actual performance may be somewhat higher than the calculated performance. Grade abilities are calculated with air resistance considered and in accordance with SAE recommended practice; for still air, concrete road and sea level.