

B MODEL MACK – TYPES & IDENTIFICATION NUMBER SYSTEM

On the release of the B model there were only two models made, but by the end of 1953 there were 10 including the B61, by far the biggest seller at 47,459 built.

The “B” Model range steadily increased until 1965 with 68 different models, less than 10 were available with RHS so here in Australia few were aware of the complete model range, some more rare models did reach our shore in LHD as special use trucks for oil exploration and mining.

The B42 sold 19,729 and the complete model range totalled 68. Their release and production is shown below and the year of their release and total production numbers.

Many models only had a short production life and there was a total of 126,745 B Model trucks built over a 13 year period.

- 1953 B20 – 1,113 units, B30 – 4,115 units, B31 – 177 units, B41 – 220 units, B42 – 19,729 units, B50 – 233 units,
B60 – 6,357 units, B61 – 47,459 units, B70 – 1,073 units, B71 – 522 units
- 1954 B421 – 2,144 units, B43 – 1,841 units, B62 – 1,463 units, B63 – 2,028 units, B64 – 119 units.
- 1955 B33 – 437 units, B44 – 76 units, B613 – 4,810 units, B65 – 1,623 units, B653 – 93 units, B655 – 10 units, B73 – 2,520 units, B733 – 720 units, B75 – 1,619 units, B753 – 1825 units, B81 – 2,626 units.
- 1956 B473 – 128 units, B633 – 486 units, B72 – 98 units, B80 – 368 units, B813 – 969 units, B83 – 1,164 units, B833 – 216 units, B85 – 77 units, B853 – 29 units, B87 – 75 units, B873 – 167 units
- 1957 B86 – 5 units, B67 – 8,870 units, B773 – 264 units, B8136 – 85 units.
- 1958 B426 – 221 units, B46 – 473 units, B66 – 177 units, B673 – 176 units, B77 – 113 units
- 1959 Now new Models
- 1960 B422 – 923 units, B462 – 11- units, B4626 – 1 unit, B68 – 1,503 units
- 1961 B4226 – 14 units, B424 – 14 units, B428 – 10 units, B79 – 10 units
- 1962 B37 – 1 unit, B53 – 2,2625 units, B615 – 575 units.
- 1963 B23 – 131 units, B331 – 113 units, B332 – 1 unit, B334 – 5 units, B755 – 456 units, B815 – 220 units
- 1964 B13 – 124 units, B45 – 142 units, B47 – 437 units, B57 – 281 units,
- 1965 B 576 – 26 units
- 1966 No new models, the last off the assembly line on 29 April 1966. In the USA “B” Model production continued for a year after the release of the “R” Model. The last “B” Model assembled in Australia was in February 1967.

A common chassis number on our B Model is RS or just T. Some heavy models had X. An explanation to these and many others are shown below. They do not necessarily follow Australian general transport terms.

R – right hand drive.
S – six wheel chassis (tandem axle)
T – tractor chassis (prime mover)
X – severe or extreme service chassis

Combine any of the basic letters to get a different chassis
LST – light weight six wheel tractor chassis
SX – six wheel extreme service chassis
STE – six wheel tractor chassis for export
RX – right hand drive extreme service chassis
FCD – fire truck chassis with diesel engine without fire body
FD – fire truck with diesel engine. This designation started in 1964.
FSW – six wheel (tandem axle) fire truck. This designation started in 1958 for fire trucks.

The “R” Model with fibreglass bonnet was released in the USA in 1965 with some reaching Brisbane later that year for testing but not release for sale until 1966.

Buyers generally did not believe that the tilting bonnets would stand up to the rigours of Australian roads and pressed steel bonnets and guards were offered.

This new model earned the title of “The Flintstone”, it was four years before a fibreglass option was generally accepted by operators.

Late in 1966 Mack established an important break through in diesel power with the new Maxidyne – “constant horse power” ENDT 675 truck engine which developed its maximum horse power over a longer RPM range from 1200 to 2100 rpm with substantial fuel savings (50,000 of six cylinder Maxidyne were built by August 1972). This new engine was generally available in Australia to 1968.

In 1970 Mack developed a 325hp Maxidyne V8 diesel the ENDT 865 V8.

The new Maxidyne 300 series with 5 speed Maxitorque gearbox was introduced in June 1973 and test results found a fuel saving from 12%-20% over two popular competitive engine manufacturers.