

One of The Signal Companies

Econodyne

EM6-300(R)

(R) = REDUCED RPM, 1900

EXTENDED SERVICE INTERVAL ENGINE (E.S.I. 'Plus')

ECONODYNE DIESEL—EM6-300(R)

Make—Mack

Type—Turbocharged, open chamber, Chassis mtd.
Charge-Air Cooling.

No. of Cylinders—Six in-line

Bore & Stroke—124 × 152 mm (4.87" × 6")

Piston Displacement—11.01 litres (672 cu. ins)

Compression Ratio—15:1

Max. Rated Power—224 kW (300 bhp)

Govd. r/min EM6-300—2100

Govd. r/min EM6-300(R)—1900

Max. Torque, at 1260 r/min—1530 Nm (1125 lb/ft)

Registration Hp—57.03

Engine Brake (Jacobs) std.

OPT.: Maxi-Miser Dual Speed Governor, EM6-300;
1800 r/min in top gear, 2100 r/min in intermediate
gears (for improved fuel economy)

Substantially constant power output from 1260 r/min to governed speed, and high torque rise, with notably high fuel efficiency identify ECONODYNE Diesels. These qualities emanate from a unique relationship between the turbocharger and fuel supply control discovered by Mack Engineers in the sixties, and now developed for the ultimate in fuel economy and road performance by the use of a chassis mounted Charge-Air Cooler.

The EM6-300 with 2100 r/min. setting is ideally matched with 5, or 6 speed Maxitorque transmissions.

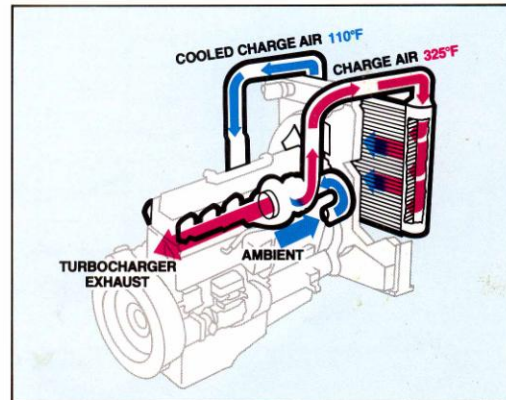
The EM6-300(R) with the 1900 r/min setting for even greater fuel economy operates thru .78 overdrive multi-speed models; up to 65% less gearshifts, less driver fatigue, reduced trip times, long service life, are features of both engines.

The engine lubricating oil (including that for piston cooling) is cooled, then filtered by Mack's proven E.S.I. 'Plus' triple spin-on disposable oil filter system which extends oil change intervals (using genuine Mack filters, and Mack approved EO-K specification oils) and reduces service time.

Displayed below is a diagrammatic view of the ECONODYNE Charge-Air Cooling concept. Charge air leaving the turbocharger is typically at 162.7°C* (325°F), but after passing thru the efficient heat exchanger ahead of the radiator it is reduced to 43.3°C* (110°F); since cooler air is more dense, having a higher oxygen content, air of this quality combined with fuel allows more complete combustion; and more complete combustion means that less fuel is used to produce an equal, or greater power output.

* (Representative of 29.4°C (85°F) ambient air)

Cooling is performed by using cool air supplied by the engine fan as well as the ram effect of the vehicle's forward motion.



MACK TRUCKS AUSTRALIA PTY. LTD.

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MACK ENGINE PERFORMANCE

MODEL: EM6-300(R) NO. CYL.: 6 BORE: 124 mm [4.88 in.]

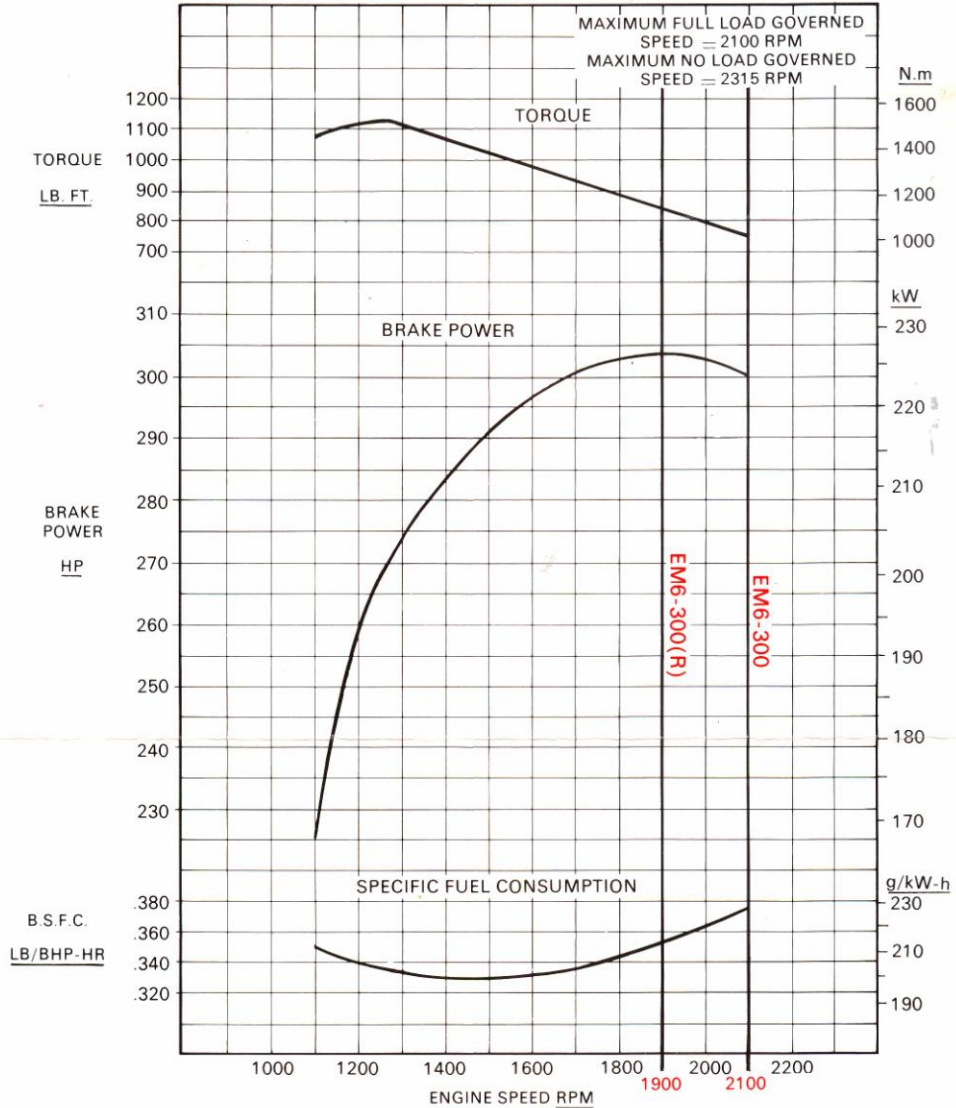
STROKE: 152 mm [6.0 in.] DISPLACEMENT: 11.0 L [672 in.³]

DATE: 16/ 1 / 8 1 TEST STANDARD: S A E J816b

CORRECTED TO: 98 kPa [29.00 in. Hg] & 29.4°C [85°F] DRY AIR

[Signature]

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