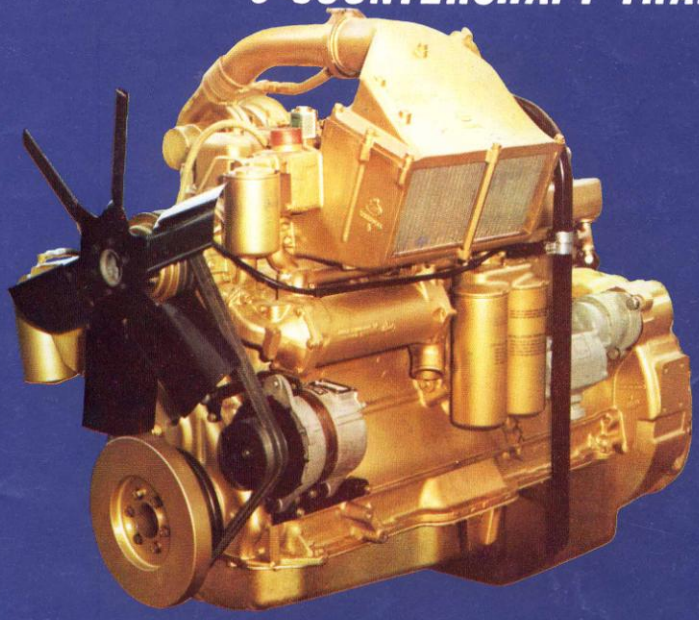
MACK TRUCKS AUSTRALIA

MAXIDYNE 300

FIRST WITH AIR-TO-AIR INTERCOOLER HIGHEST POWER WEIGHT RATIO, TEAMED WITH MAXITORQUE 3-COUNTERSHAFT TRANSMISSIONS



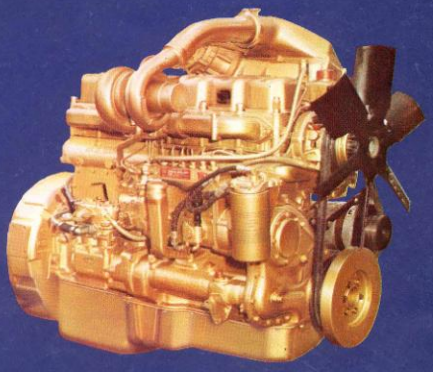
NEW COOL POWER Mack 300 Maxidyne Series

Mack's Maxidyne 300 Series Engine ENDTB 676

EXTENDED SERVICE INTERNAL ENGINE features an intercooler to reduce the engine intake temperatures allowing for introduction of a greater mass of cooler air to the combustion chamber and thus permitting a proportionate increase in fuel flow.

A new, higher capacity engine turbocharger is matched to the engine to first provide more air for the engine and also provide a source of air to drive a tip turbine fan which blows air across the efficient air-to-air intercooler. This, in turn, substantially cools the engine intake air providing the greater mass flow into the engine.

A separate air filter is included to protect the tip turbine fan and the exclusive plate-fin type cross flow air-to-air Garrett intercooler.



DETAIL SPECIFICATIONS:

MACK ENDTB 676 ENGINE (ESI)

MAXIDYNE 300:
Type ..... Turbocharged open chamber, **air-to-air intercooled**
Cylinder arrangement ..... Six in line
Bore & Stroke ..... 123.8 x 152 mm (4.875" x 6")
Piston Displacement ..... 11.01 litres (672 cu. ins.)
Compression Ratio ..... 14.9 : 1
A.M.A./R.A.C. Horsepower 57.03
Power, @ 1200 r.p.m. ..... 184 kW (247 h.p.)
@ 1800 r.p.m. ..... 212 kW (285 h.p.)
@ 2100 r.p.m. (Govd.) ..... 211 kW (283 h.p.)
Maximum Torque .... @ 1200 r.p.m. .... 1468 Nm (1080 lbs/ft)

FLYWHEEL HOUSING: Std. SAE No. 1 — Malleable Iron

CYLINDER BLOCK:
Cylinder Block ..... Alloyed cast iron
Cylinder Liners ..... Centrifugally cast alloy iron
Type ..... Dry, replaceable

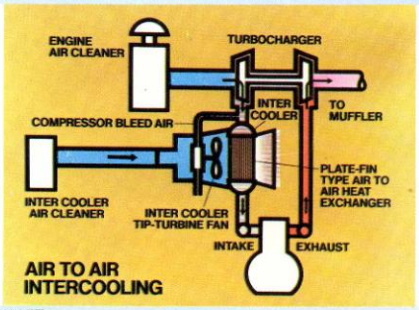
CYLINDER HEADS:
Cylinder Head, Material ..... Alloy cast iron, two per engine
Cylinder Head Gasket,
Combination Seal ..... Keyed, steel fire ring
Gasket Body ..... Compressible material with steel centre

PISTONS & RINGS:
Pistons, Material ..... Aluminium Alloy with Top Ring Groove Insert
Type ..... Two-piece
Cooling ..... Continuous Oil Jet Spray

PISTON RINGS:
Compression Number ..... Two
Type ..... Wedge, Chromium Plated
Oil Control Number: One
Type ..... Spring Loaded, Double Rail, Chromium Plated
Piston Pins, Type ..... Full Floating
Diameter ..... 50.8 mm (2")
Retention ..... Retaining Rings
Lubrication ..... Full Pressure, Through Rifle Drilled Holes in Connecting Rods

CONNECTING RODS & BEARINGS:
Type ..... Drop Forged I-Beam Steel with Tapered Rod at Piston Pin End
Cap Angle ..... 35°
Length, Centre to Centre ..... 271 mm (10.81")
Bearing Type ..... Precision, Steel Backed Insert

CRANKSHAFT AND BEARINGS:
Type ..... Integral Counterweights
Material ..... Drop Forged Medium Carbon Steel, Elotherm Hardened Journals and Fillets
Bearings, Type ..... Precision, Steel Backed Insert
Number & Diameter ..... Seven, 102 mm (4")
Total Length ..... 273 mm (10.75")
Vibration Damper ..... Viscous

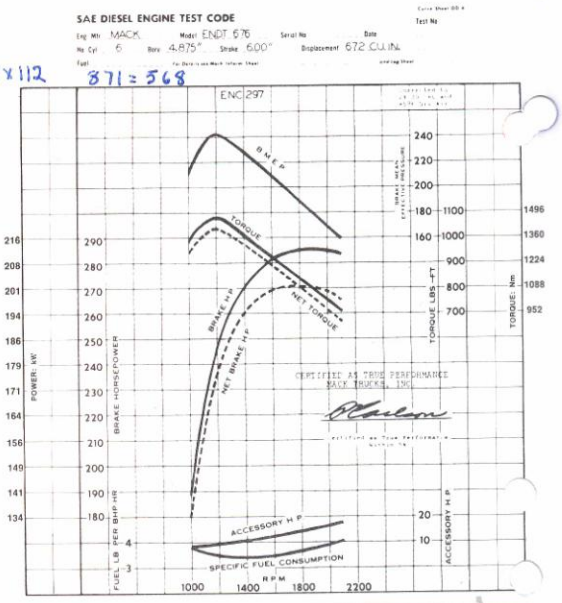


CAMSHAFT:
Camshaft, Material ..... Carbon Steel, Carborise Hardened Journals & Fillets
Bearings, Number ..... Seven
Timing Drive ..... Forged Steel, Case Hardened Spur Gears

STANDARD: MACK Dynatard Engine Brake.

VALVES:
Two per cylinder ..... In Cylinder Head
Valve Inserts ..... Cast Nickel Base Alloy Pressed in Cylinder Heads

INLET VALVES:
Type ..... 30° Seat, Poppet, With Positive Rotators
Material ..... Hard Faced Chromium-Silicon Steel Head (Chromium Plated Stem)
Lift ..... 14.22 mm (.56")



EXHAUST VALVES:
Type ..... 30° Seat, Poppet, With Positive Rotators
Material .... Nickel Base Super Alloy, Solution Treated Heads (Chromium-Nickel Steel Stem)
Lift ..... 14.22 mm (.56")
Valve Lifters: Type ... Mushroom Durafaced (Tungsten Carbide)

FUEL SYSTEM:
Fuel Injection Pump, Make ..... American Bosch, APE6-BB
Type ..... Multiple Plunger, Flange Mounted, Automatic Retard, Cold Starting Feature and Puff Limiter
Transfer Pump, Type ..... Plunger
Nozzles, Type ..... Five-hole Spray
Fuel Filters ..... E.S.I. System, Primary & Secondary Spin-on Disposable Type
Governor, Make ..... American Bosch or Robert Bosch
Type ..... Mechanical

TURBOCHARGER:
Type ..... Exhaust Gas Driven, Radial Flow
Lubrication & Cooling ..... Pressurised Engine

INTERCOOLER:
Heat Exchanger ..... Air to Air Plate Type
Cooling Air Supply ..... Charge Air Driven Tip Turbine Fan

AIR COMPRESSOR:
Type ..... Flange Mounted, Gear Driven, Tu-Flo 50.
Engine Oil Lubricated, 340 070 cm³ (approx. 12 cu. ft)

COOLING SYSTEM:
Water Pump Type ..... Centrifugal-Rotor
Drive (Water Pump & Fan) ..... V-Belts
Thermostat, Std. ..... 67.6°C (155°F), Opening
Coolant Conditioner ..... E.S.I. System, Spin-on Disposable

LUBRICATING SYSTEM:
Type ..... Full Pressure — Wet Sump
Oil Filters, Type ..... E.S.I. System, Dual Spin-on, Full Flow, Disposable
Oil Capacity:
Filters (2) ..... 2.27 litres each (2 Qts.)
Oil Pan ..... 26.43 litres (5.8 galls.)
System Total (Incl. Oil Cooler) ..... 31 litres (6.8 galls.)
Oil, Cooler, Type ..... Shell with Removable Tube Bundle

WEIGHT, DRY
With Std. Accessories (Incl. Clutch but less Alternator and Starting Motor) ..... 982.9 kg (2165 lbs.)

MACK TRUCKS AUSTRALIA
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