



MACK

ENGINE MP8 • US10

FEATURES

- High Torque MAXICRUISE™ Diesel Engine
- Cooled Exhaust Gas Recirculation (CEGR)
- Maximum Horsepower 415 BHP [309 kW]
- Electronic Unit Fuel Injection with Rate Shaping
- V-MAC IV Total Vehicle Electronics System
- Wide Operating Range 1100-1950 RPM
- Chassis Mounted Charge Air Cooled
- Variable Geometry Turbocharger
- Extended Service Intervals
- MACK PowerLeash Engine Brake

SPECIFICATIONS

Peak HP (kW) @ RPM 415 [309] @ 1300-1700
 HP [kW] @ Governed RPM 390 [291] @ 1950
 Max. Torque lb. ft. [N•m] @ RPM..... 1,660 [2 251] @ 1100-1300
 Type Direct Injection Diesel
 Number of Cylinders..... 6, In-Line
 Bore & Stroke, in. [mm]..... 5.16 x 6.22 [131 x 158]
 Displacement 780 [13]
 Compression Ratio 16:1
 Firing Order..... 1-5-3-6-2-4
 Torque Rise 67%
 Clutch Engagement 825 lb. ft. [1 120 N•m] @ 800 RPM
 Idle Speeds:
 Low Adjustable; 600 RPM
 High 1950 RPM
 Engine Brake Retarding Power (If Applicable)
 500 HP [372 kW] @ 2100 RPM
 Weight, Dry: (Approx.) 2,676 lbs. [1 217 kg]
 (With air compressor, but no oil, water, starter, fan, alternator, or clutch)

V-MAC IV® FUNCTIONS

4th Generation Vehicle Management And Control System

V-MAC IV PRODUCTIVITY FEATURES:

- PTO (4) and Electronic Hand Throttle Control
- Engine "Smart Fan Control"
- Integrated Sleeper Low Voltage Disconnect †
- "Smart Idle" Speed Regulator
- GuardDog Routine Maintenance Monitoring †

V-MAC IV DRIVER CONVENIENCE FEATURES:

- Full Featured Cruise Control
- Cruise 'n Brake Engine Brake Control
- Programmable Engine Governor Type
- Idle Cooldown
- Daytime Running Light (DRL) Override †

V-MAC IV FUEL ECONOMY FEATURES:

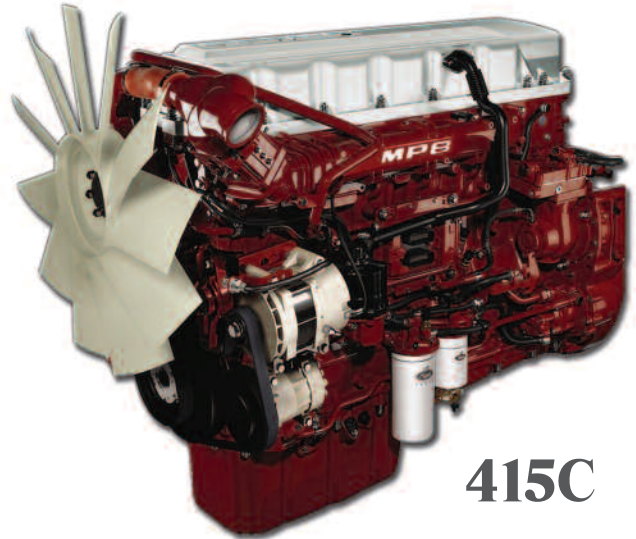
- Vehicle Speed Limiting
- Engine "Sweet Spot Indicator"
- Fuel Economy Incentive Program
- Idle Shutdown

V-MAC IV RELIABILITY FEATURES:

- Engine Protection
- Starter Protection
- Differential Lock Auto Control

V-MAC IV FLEET MANAGEMENT FEATURES:

- DataMax Comprehensive On-Board Data Logger



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V-MAC IV SAFETY AND SECURITY FEATURES:

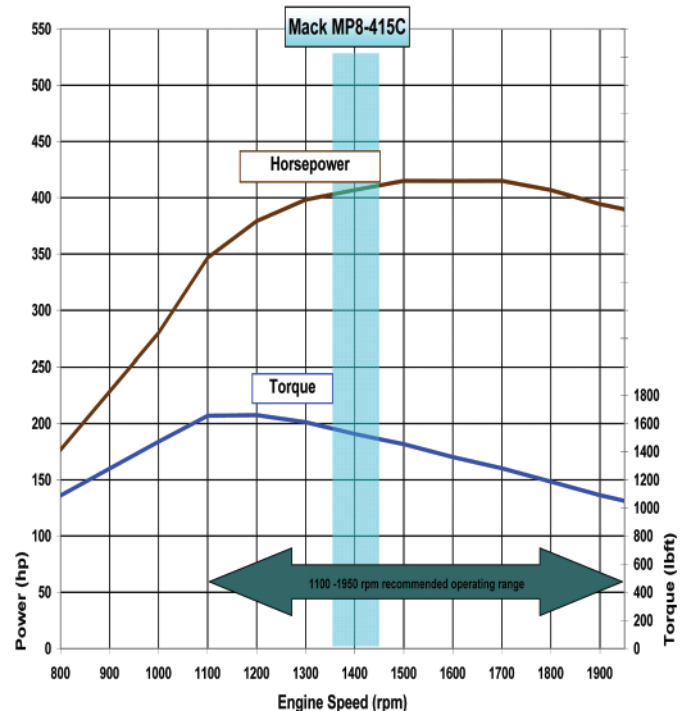
- Speed Sensor Tamper Resistance
- Theft Deterrence
- 5th Wheel Slide Unlocked Vehicle Speed Limiting
- Air Suspension Deflated Vehicle Speed Limiting

V-MAC IV SERVICEABILITY FEATURES:

- SAE J1587 and J1939 Diagnostic Port
- Electronic Fault Logging with Fault Reporter
- VCADS PC Based Service Software

† Denotes an available option.

ENGINE PERFORMANCE



█ = Cruise RPM

ENGINE SPECIFICATIONS

- Flywheel Housing Die cast Aluminum
- Cylinder Block:
 - Material Alloyed Grey Cast Iron
 - Ladder Frame Reinforcement
- Cylinder Liners:
 - Type Full Wet Design
 - Surface Finish Plateau Honed
- Cylinder Head Assembly:
 - Type Grey Cast Iron Slab Head With
 - Intermediate Deck
 - Single Overhead Cam
 - Configuration 4 Valves/Cyl., OHV
 - Valve Type Poppet
 - Valve/Insert Material Super Alloy (Serviceable)
- Pistons & Rings:
 - Piston Type Monotherm™ Single Piece Steel
 - w/Closed Cooling Gallery
 - Pin Diameter 2.125" [54 mm]
 - Rings 2 Compression, 1 Oil Control
- Crankshaft:
 - Material Forged, Carbon Steel
 - Heat Treatment Induction-Hardened Journals/Fillet
 - Main Bearing Diameter 4.5" [114 mm]
- Charge Air Cooling Chassis Mounted, Air-To-Air
- Fuel System Delphi E3 Electronic Unit Injectors
 - w/2 Solenoid Valve Technology and Rate Shaping
- Fuel Supply Pump ZF Meritor
- Filter Spin On, Disposable
- Lubrication System:
 - Type Full Pressure, Wet Sump
 - Oil Filters 2 Spin-On Full Flow Disposable, 1 By-pass
 - Oil Cooler Stainless Steel Plate
 - Total Oil Capacity Highway 29 qts. (Incl's. Filters)
 - Vocational 33 qts. (Incl's. Filters)
 - Drain Plug Magnetic
- Cooling System:
 - Capacity 17 qts. [16 L]
 - Thermostats 180°F [82°C]
 - Hose Material Silicone
- Air Compressor:
 - Type Meritor/WABCO
 - Standard Capacity:
 - CHU, CXU, GU7 and GU8 18.7 cfm [8.9L/s]
 - MRU, LEU 37.4 cfm [17.8L/s]
- Turbocharger Holset, Sliding Nozzle Ring Variable
 - Geometry w/Water Cooled Actuator and Bearings
 - and Electronic Controls
- Accessory Belt Poly-V w/Automatic Tensioners
- EGR System
 - Single EGR Valve Assembly ... Modulated Cast Stainless Steel
 - EGR Cooler Stainless Steel Tube
 - and Insert, Gas to Coolant

GEARING RECOMMENDATIONS

Proper gearing is necessary to achieve optimum vehicle performance and fuel economy. Vehicle specifications, including engine, transmission, axle ratio, and tire selection, should generally be selected to meet the following criteria:

Startability	Highway Applications $\geq 10\%$
	On-Off Highway Applications $\geq 16\%$
Gradeability	@ Cruise Max. MPH $\geq 0.5\%$
	@ Peak Torque, Top Gear $\geq 1.5\%$
Cruise RPM	1400 \pm 50 RPM*

*Cruise RPM = Engine speed in top gear @ Desired Cruise Speed

Refer to the MACKTRAQ® electronic sales tool to obtain startability, gradeability and cruise RPM results for specific vehicle specifications. Special service applications, road surfaces, high GCW's or other factors may require different gearing considerations.

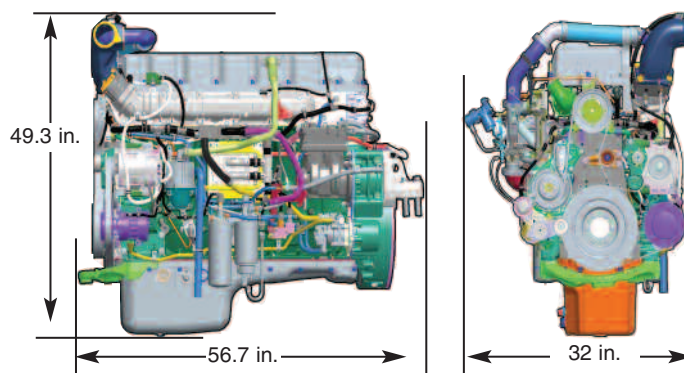
DIMENSIONS

Conventional Chassis

(CHU, CXU, GU7 AND GU8 MODELS)

LEFT SIDE VIEW

FRONT VIEW

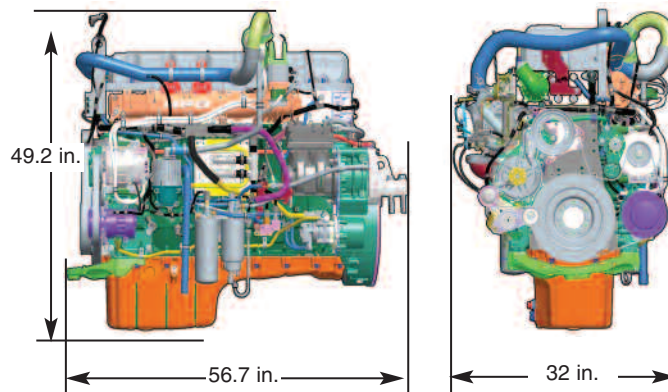


LCF Chassis

(MRU AND LEU MODELS)

LEFT SIDE VIEW

FRONT VIEW



OIL/FILTER SERVICE INTERVALS

Refer to the latest version of Mack Maintenance & Lubrication Manual TS494.

OPTIONAL EQUIPMENT*

- High Capacity Air Compressor
- 120 and 240 Volt Engine Block Heaters
- High Capacity Alternator

** Availability may be chassis model dependent.





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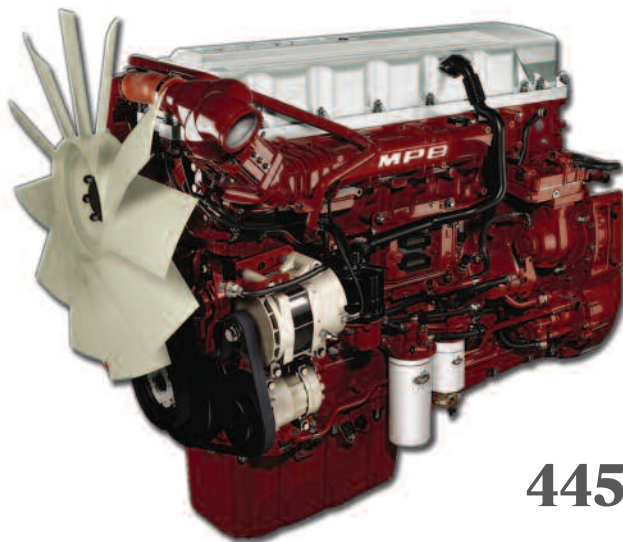
ENGINE MP8 • US10

FEATURES

- High Torque MAXICRUISE™ Diesel Engine
- Cooled Exhaust Gas Recirculation (CEGR)
- Maximum Horsepower 445 BHP [332 kW]
- Electronic Unit Fuel Injection with Rate Shaping
- V-MAC IV Total Vehicle Electronics System
- Wide Operating Range 1100-1950 RPM
- Chassis Mounted Charge Air Cooled
- Variable Geometry Turbocharger
- Extended Service Intervals
- MACK PowerLeash Engine Brake

SPECIFICATIONS

Peak HP (kW) @ RPM 445 [332] @ 1400-1700
 HP [kW] @ Governed RPM 420 [314] @ 1950
 Max. Torque lb. ft. [N•m] @ RPM 1,760 [2 387] @ 1100-1300
 Type Direct Injection Diesel
 Number of Cylinders 6, In-Line
 Bore & Stroke, in. [mm] 5.16 x 6.22 [131 x 158]
 Displacement 780 [13]
 Compression Ratio 16:1
 Firing Order 1-5-3-6-2-4
 Torque Rise 67%
 Clutch Engagement 825 lb. ft. [1 120 N•m] @ 800 RPM
 Idle Speeds:
 Low Adjustable; 600 RPM
 High 1950 RPM
 Engine Brake Retarding Power (If Applicable)
 500 HP [372 kW] @ 2100 RPM
 Weight, Dry: (Approx.) 2,676 lbs. [1 217 kg]
 (With air compressor, but no oil, water, starter, fan, alternator, or clutch)



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V-MAC IV SAFETY AND SECURITY FEATURES:

- Speed Sensor Tamper Resistance
- Theft Deterrence
- 5th Wheel Slide Unlocked Vehicle Speed Limiting
- Air Suspension Deflated Vehicle Speed Limiting

V-MAC IV SERVICEABILITY FEATURES:

- SAE J1587 and J1939 Diagnostic Port
- Electronic Fault Logging with Fault Reporter
- VCADS PC Based Service Software

† Denotes an available option.

V-MAC IV® FUNCTIONS

4th Generation Vehicle Management And Control System

V-MAC IV PRODUCTIVITY FEATURES:

- PTO (4) and Electronic Hand Throttle Control
- Engine "Smart Fan Control"
- Integrated Sleeper Low Voltage Disconnect †
- "Smart Idle" Speed Regulator
- GuardDog Routine Maintenance Monitoring †

V-MAC IV DRIVER CONVENIENCE FEATURES:

- Full Featured Cruise Control
- Cruise 'n Brake Engine Brake Control
- Programmable Engine Governor Type
- Idle Cooldown
- Daytime Running Light (DRL) Override †

V-MAC IV FUEL ECONOMY FEATURES:

- Vehicle Speed Limiting
- Engine "Sweet Spot Indicator"
- Fuel Economy Incentive Program
- Idle Shutdown

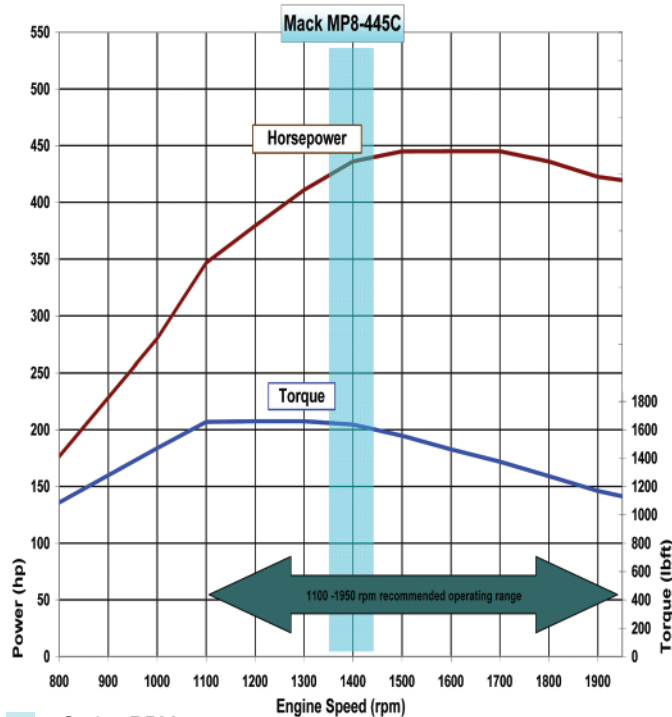
V-MAC IV RELIABILITY FEATURES:

- Engine Protection
- Starter Protection
- Differential Lock Auto Control

V-MAC IV FLEET MANAGEMENT FEATURES:

- DataMax Comprehensive On-Board Data Logger

ENGINE PERFORMANCE



■ = Cruise RPM

ENGINE SPECIFICATIONS

- Flywheel Housing Die cast Aluminum
- Cylinder Block:
 - Material Alloyed Grey Cast Iron
 - Ladder Frame Reinforcement
- Cylinder Liners:
 - Type Full Wet Design
 - Surface Finish Plateau Honed
- Cylinder Head Assembly:
 - Type Grey Cast Iron Slab Head With
 - Intermediate Deck
 - Single Overhead Cam
 - Configuration 4 Valves/Cyl., OHV
 - Valve Type Poppet
 - Valve/Insert Material Super Alloy (Serviceable)
- Pistons & Rings:
 - Piston Type MonoTherm™ Single Piece Steel
 - w/Closed Cooling Gallery
 - Pin Diameter 2.125" [54 mm]
 - Rings 2 Compression, 1 Oil Control
- Crankshaft:
 - Material Forged, Carbon Steel
 - Heat Treatment Induction-Hardened Journals/Fillet
 - Main Bearing Diameter 4.5" [114 mm]
- Charge Air Cooling Chassis Mounted, Air-To-Air
- Fuel System Delphi E3 Electronic Unit Injectors
 - w/2 Solenoid Valve Technology and Rate Shaping
- Fuel Supply Pump ZF Meritor
- Filter Spin On, Disposable
- Lubrication System:
 - Type Full Pressure, Wet Sump
 - Oil Filters 2 Spin-On Full Flow Disposable, 1 By-pass
 - Oil Cooler Stainless Steel Plate
 - Total Oil Capacity Highway 29 qts. (Incl's. Filters)
 - Vocational 33 qts. (Incl's. Filters)
 - Drain Plug Magnetic
- Cooling System:
 - Capacity 17 qts. [16 L]
 - Thermostats 180°F [82°C]
 - Hose Material Silicone
- Air Compressor:
 - Type Meritor/WABCO
 - Standard Capacity:
 - CHU, CXU, GU7 and GU8 18.7 cfm [8.9L/s]
 - MRU, LEU 37.4 cfm [17.8L/s]
- Turbocharger Holset, Sliding Nozzle Ring Variable
 - Geometry w/Water Cooled Actuator and Bearings
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- Accessory Belt Poly-V w/Automatic Tensioners
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 - Single EGR Valve Assembly ... Modulated Cast Stainless Steel
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Startability	Highway Applications $\geq 10\%$
	On-Off Highway Applications $\geq 16\%$
Gradeability	@ Cruise Max. MPH $\geq 0.5\%$
	@ Peak Torque, Top Gear $\geq 1.5\%$
Cruise RPM	1400 \pm 50 RPM*

*Cruise RPM = Engine speed in top gear @ Desired Cruise Speed

Refer to the MACKTRAQ® electronic sales tool to obtain startability, gradeability and cruise RPM results for specific vehicle specifications. Special service applications, road surfaces, high GCW's or other factors may require different gearing considerations.

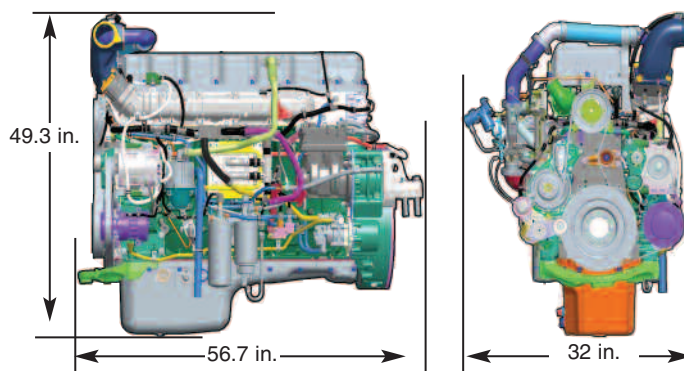
DIMENSIONS

Conventional Chassis

(CHU, CXU, GU7 AND GU8 MODELS)

LEFT SIDE VIEW

FRONT VIEW

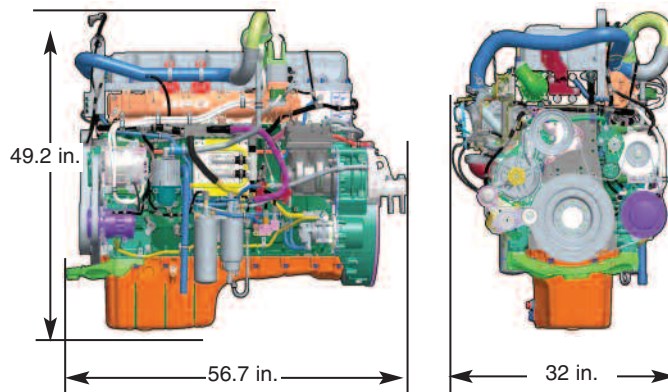


LCF Chassis

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LEFT SIDE VIEW

FRONT VIEW



OIL/FILTER SERVICE INTERVALS

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OPTIONAL EQUIPMENT*

- High Capacity Air Compressor
- 120 and 240 Volt Engine Block Heaters
- High Capacity Alternator

** Availability may be chassis model dependent.





MACK

ENGINE MP8 • US10

FEATURES

- High Torque MAXICRUSE™ Diesel Engine
- Cooled Exhaust Gas Recirculation (CEGR)
- Maximum Horsepower 505 BHP [377 kW]
- Electronic Unit Fuel Injection with Rate Shaping
- V-MAC IV Total Vehicle Electronics System
- Wide Operating Range 1100-1950 RPM
- Chassis Mounted Charge Air Cooled
- Variable Geometry Turbocharger
- Extended Service Intervals
- MACK PowerLeash Engine Brake

SPECIFICATIONS

Peak HP (kW) @ RPM 505 [377] @ 1500-1700
 HP [kW] @ Governed RPM 430 [321] @ 1950
 Max. Torque lb. ft. [N•m] @ RPM 1,760 [2 387] @ 1100-1500
 Type Direct Injection Diesel
 Number of Cylinders 6, In-Line
 Bore & Stroke, in. [mm] 5.16 x 6.22 [131 x 158]
 Displacement 780 [13]
 Compression Ratio 16:1
 Firing Order 1-5-3-6-2-4
 Torque Rise 51%
 Clutch Engagement 825 lb. ft. [1 120 N•m] @ 800 RPM
 Idle Speeds:
 Low Adjustable; 600 RPM
 High 1950 RPM
 Engine Brake Retarding Power (If Applicable)
 500 HP [372 kW] @ 2100 RPM
 Weight, Dry: (Approx.) 2,676 lbs. [1 217 kg]
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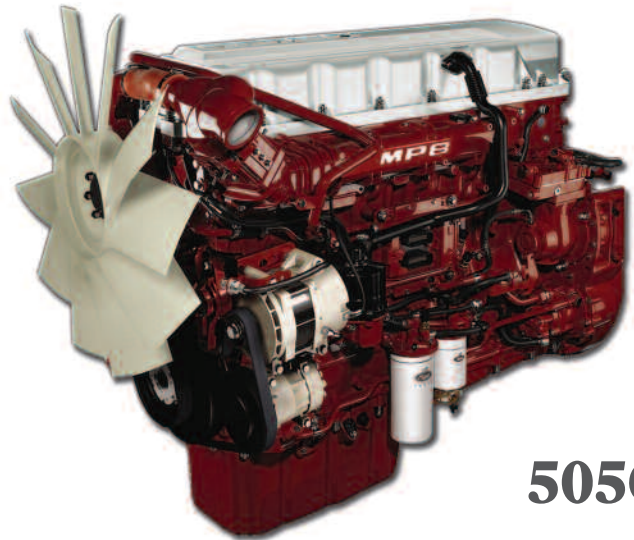
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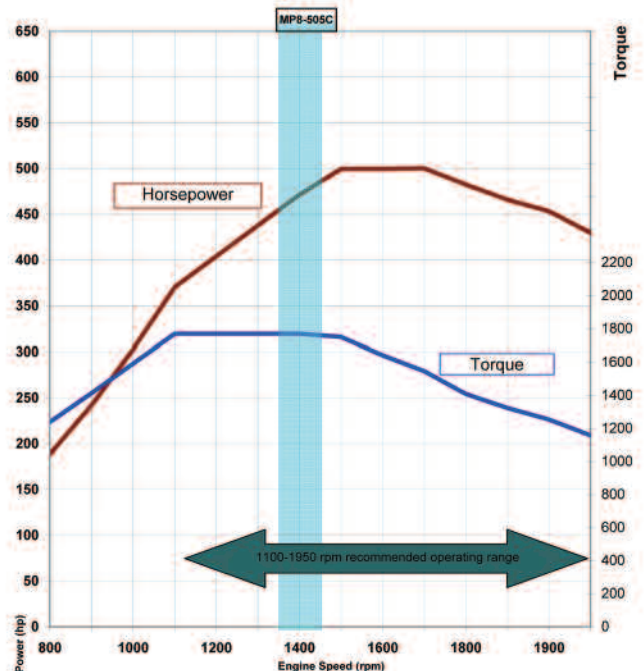
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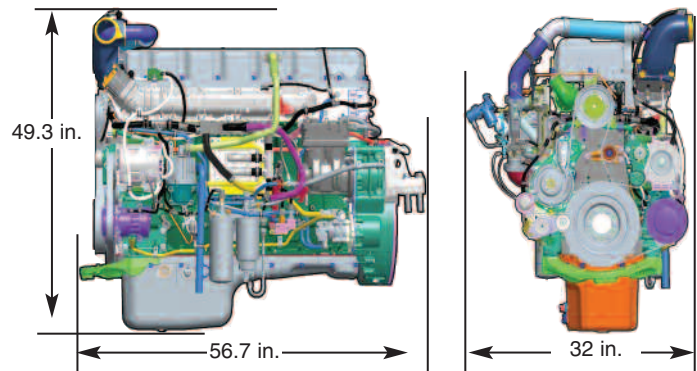
DIMENSIONS

Conventional Chassis

(CHU, CXU, GU7 AND GU8 MODELS)

LEFT SIDE VIEW

FRONT VIEW

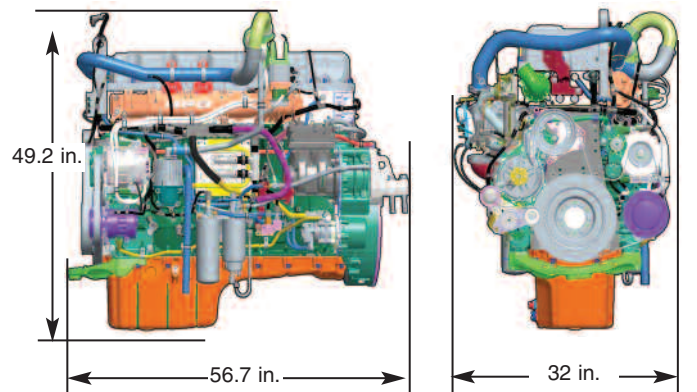


LCF Chassis

(MRU AND LEU MODELS)

LEFT SIDE VIEW

FRONT VIEW



OIL/FILTER SERVICE INTERVALS

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