



Mid-Liner[®] CS Series





Meet Mack's Mid-Liner CS Series.

Since 1979, the Mack[®] Mid-Liner MS Series of trucks and tractors has made its exemplary performance, reliability, and versatility the standard of the medium-duty diesel cab-over-engine class. Now, with its quality and low cost per mile well-established, Mack expands the Mid-Liner model range . . . and completes the selection, with the CS Series of medium-duty diesel conventionals.

CS for Conventional Styling. CS for the new Cost Standard of both Class 6 and Class 7. CS — demonstrating the Common Sense difference of Mack expertise.

All the attributes that have made the Mack Mid-Liner cabover such a popular choice among the entire spectrum of medium-duty truck and tractor buyers are now incorporated into the CS Series, along with an attractive, unitized, tilting, aero-sculptured fiberglass (SMC) hood and fender assembly, and virtually complete parts interchangeability with the MS cab-over-engine series. Now, operators who prefer the conventional cab configuration can profit from the power and economy of Mid-Liner's fuel-efficient turbocharged and charge-air-cooled diesel engines, its roomy and comfortable cab, contemporary design and robust construction, and . . . in the Mack tradition . . . proven, low life-cycle cost.

Most important of all, the Mack Mid-Liner serves the driver as well as the bottom line, with a friendliness that makes a tough job easier. In a conventional or cab-over-engine configuration, Mack Mid-Liner sets a new standard for efficiency and versatility in the medium-duty marketplace.



More Mid-Liners... Matched by Mack to Your Task.

Mack offers a Mid-Liner CS model to serve almost every medium-duty trucking application — for example, the beverage and food industry, light construction and utility jobs, fuel transport, refuse hauling, pickup and delivery, general freight, and more. Four different models utilize components specifically designed for a variety of weight capacities. The choice includes the CS200P, CS250P, and CS300P platform trucks, and the CS300T tractor (available during the fourth quarter of 1985). Whatever the work, every Mid-Liner CS model shares the virtues you would expect from the Greatest Name in Trucks.



The CS's sloping fiberglass (SMC) hood is not only stylish, lightweight, and aerodynamically efficient, but functional as well. The unique integral air intake chamber is attached to, and tilts with the hood, reducing engine compartment clutter and effectively providing fresh air for the engine's filtering system as well as cab ventilation. The hood's contoured shape means excellent driver visibility. And its mounting and rest points are isolated in rubber to cut vibration, with an easy, torsion-assisted 70° tilt affording easy service access.



The Mid-Liner CS grille panels are interchangeable for easy replacement. Behind the grille, a sealed junction box with wiring in loom protects lamp connections.



Regular service items are convenient and easily accessible, all from the right side

- A — engine oil check and fill
- B — power steering reservoir
- C — coolant expansion tank
- D — air filter and restriction gauge
- E — windshield washer fluid (5-quart capacity)
- F — removeable splash shields help keep engine areas clean



A Friendly Cab Means a Better Driver.

The quiet, inviting Mid-Liner CS cab, like its similar MS counterpart, provides easy, safe entry and exit, excellent visibility in all directions, and ample room for the driver and two passengers. Comfortable seating and standard integral power steering minimize fatigue. The instrument panel displays clear, functional gauges at a glance and convenient controls within easy reach. Storage bins and provisions for radios are also included, and the passenger bench seat tilts forward to reveal space for tools and accessories. A comprehensive ventilation system, including indoor vent windows, provides effective coverage, with in-dash air conditioning available as an option. The suspended accelerator, brake and clutch pedals help keep the driver's floor area clean, while the "doghouse" panel in the center floor area is easily removeable for access to the engine compartment, and the circuit breaker panel is mounted at the right front floor area with a protective cover.



Carefully positioned non-glare gauges, clear controls, and large glass areas combine with Mid-Liner's exceptional maneuverability to turn the challenge of tight city streets into driver confidence...and enjoyment!

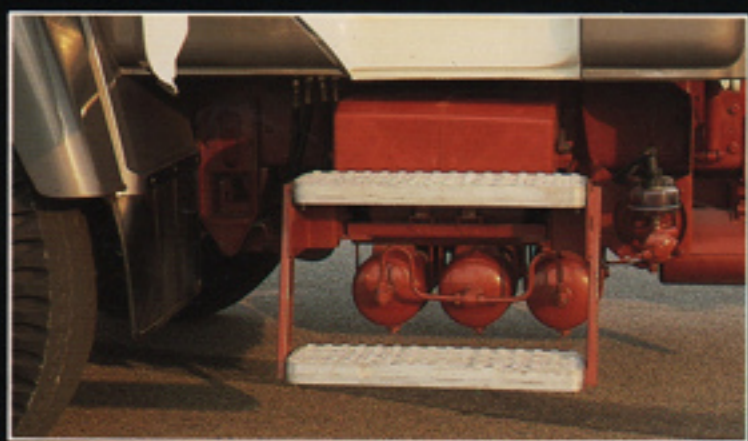


The Mid-Liner CS cab is suspended with shock absorbers and rubber insulators at all four mounting points for soothing comfort in punishing day-to-day service.

The Finest Quality in Components and Construction.

Mid-Liner's strong frame (64,200 psi yield material) accommodates a variety of wheel-bases and body types. Front axles of 6,000 to 12,000 lb. capacities are offered, with rear axles available in 17,500-23,000 lb. capacities, single- and two-speed versions, from popular industry suppliers. Integral power steering, taper-leaf front springs, standard front shock absorbers, and available rear anti-sway bars contribute to exceptional riding comfort and handling precision. Air over hydraulic or full air brakes (according to model) provide safe and predictable stopping ability. Pilot-mounting of wheels means better alignment, less tire wear. Bolted chassis components from rear suspension to end of frame facilitate easier wheelbase modifications.

And every Mid-Liner double-wall welded steel cab undergoes extensive rustproofing and undercoating procedures before quality paint is applied.

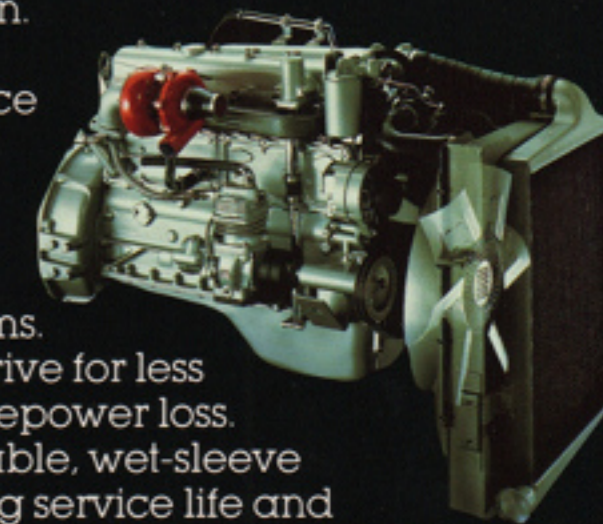


Low cab height, wide door openings, strategically placed self-cleaning cab steps and grab handles make entry/exit safe and easy. The CS200 air over hydraulic brake system components are mounted under the cab, leaving a clear platform for a wide variety of body configurations.



The Heart of Every Mid-Liner.

Both the Mid-Liner 200 and 300 series diesel engines incorporate features that have made Mack's heavy-duty diesel engines the standards of the industry. Turbocharging. Chassis-mounted charge-air cooling. Bosch direct injection. Domestically sourced service components. Mack spin-on filters for oil, fuel, and coolant systems. Viscous fan drive for less parasitic horsepower loss. Fully rebuildable, wet-sleeve design for long service life and economy. And . . . unlike much of the competition, no application restrictions on highway operations.



Mid-Liner's 200 series engine delivers 175 horsepower at 2600 rpm (165 hp for California-certified version), while the larger 300 series engine turns out 215 horsepower at 2300 rpm (205 hp for the California-certified version). Both deliver reliable, fuel-efficient performance proven by millions of customer miles.

Mack offers Mid-Liner transmissions in five-, six-, and ten-speed versions, including a new six-speed unit with a "low-hole" feature (for CS250 and 300 models), Spicer five-speed units, and Allison automatics. All are engineered to make full use of Mid-Liner's on-the-job capabilities.

Mack Mid-Liner CS Series Standard Specifications.

	CS200/250	CS300
ENGINE	MIDR 06.02.12 4-cycle, diesel, direct injection Turbocharged and charge-air cooled 175 HP @ 2600 RPM (49 state) 395 lb.-ft. torque @ 1800 RPM 165 HP @ 2600 RPM (Calif. cert.) 385 lb.-ft. torque @ 1800 RPM Bosch multi-plunger type fuel pump 75 gallon fuel tank with sump Donaldson under-hood air cleaner with restriction gauge Under-frame exhaust	MIDR 06.20.30 4-cycle, diesel, direct injection Turbocharged and charge-air cooled 215 HP @ 2300 RPM (49 state) 544 ft.-lb. torque @ 1500 RPM 205 HP @ 2300 RPM (Calif. cert.) 488 lb.-ft. torque @ 1500 RPM Bosch multi-plunger type fuel pump 75 gallon fuel tank with sump Donaldson under-hood air cleaner with restriction gauge Under-frame exhaust
ELECTRICAL SYSTEM	Bosch 12V starter Motorola 12V alternator Delco maintenance-free batteries (2) 950 total CCA Breaker panel in-cab	Delco 12V starter Motorola 12V alternator Delco maintenance-free batteries (3) 1425 total CCA Breaker panel in-cab
TRANSMISSION	Spicer 5552A 5-speed 14" organic, non-asbestos single-plate clutch, hydraulic control Dana 1550 series driveline	BDSL 181 6-speed 15" organic, non-asbestos single-plate clutch, air-assist hydraulic control Dana 1610 series driveline
FRONT AXLE	7,500 lb. capacity Taper-leaf springs Shock absorbers Sheppard 292-S6 power steering 40° inside wheel cut	7,500 lb. capacity Taper-leaf springs Shock absorbers Sheppard 292-S6 power steering 40° inside wheel cut
REAR AXLE	20,000 lb. capacity Multi-leaf and helper springs	20,900 lb. capacity Multi-leaf and helper springs
FRAME	9.8 in. ³ section modulus per rail 629,160 lbs.-in. RBM per rail 166" wheelbase 145" effective load platform 103" BBC Frame-mounted tow eyes	9.8 in. ³ section modulus per rail 629,160 lbs.-in. RBM per rail 166" wheelbase (152" CS300T) 145" effective load platform (128" CS300T) 103" BBC Frame-mounted tow eyes
BRAKE SYSTEM	Air over hydraulic dual system (full air dual system — CS250) Wedge-type (cam-type CS250) Spring/air parking brake 1,464 in. ³ air reservoir capacity Automatic drain valves	Full air dual system Cam-type Aux. spring brake chambers 2,928 in. ³ air reservoir capacity Automatic drain valves
WHEELS/TIRES	7.5 x 22.5 steel disc wheels 11-22.5 12-ply tires	7.5 x 22.5 steel disc wheels 11-22.5 12-ply tires

CAB EQUIPMENT (same for all models)

Driver's seat, two-man bench, three seat belts, 34,000 BTU/HR @ 100°F heater and defroster, lefthand and righthand sun visors, West coast rearview mirrors, clear laminated windshield glass, clear tempered door and window glass, vent windows in doors, dual front turn signals, turn signal switch, hazard switch, speed-

ometer showing miles per hour and kilometers per hour, with odometer showing miles, tachometer, fuel gauge, dual air pressure gauge, oil pressure gauge, engine coolant temperature indicator, five I.D. and clearance lamps, key start, two-speed electric windshield wipers, washer, cigar lighter, ashtrays, elec-

tric horn, headlight switch, low beam/high beam switch, ICC and clearance light switch, and coat hooks. Indicator lights: Oil pressure, electrical charging, coolant temperature, directional signals, headlights (high beam indicator), parking brake, low air/hydraulic brake pressure



Consult your Mack Mid-Liner Dealer for details and options.



Mack Goes a Long Way to Support You.

Mack's substantial investments in fast, accurate parts availability and quality service mean confidence for Mid-Liner customers. More than 200 authorized Mid-Liner dealers and seven parts distribution centers throughout North America, plus strong warranty coverage, keep your Mid-Liner on the road. Specialized Mid-Liner training is offered for customers and their employees.

Mack's confidence in Mid-Liner quality is demonstrated by its new standard published warranty. Coverage on the basic vehicle is 12 months, unlimited mileage, 100 percent parts and labor. The diesel engine: 24 months, unlimited mileage, 100 percent parts and labor. Other powertrain components*: 24 months, 100,000 miles, 100 percent parts and labor. Cab rust perforation: 36 months, unlimited mileage, 100 percent parts and labor. *Certain components

may be covered by the supplying manufacturer's warranty. Consult your Mack Mid-Liner dealer for specific warranty language and details.

With heavy-duty support like this, Mid-Liner is clearly the smart investment for your business. And if an emergency does occur on the road, Bulldog Protection™ is never far away. Just call Mack's toll-free hotline: **1-800-262-MACK**. Mack representatives in the U.S.A. will help put you and your Mid-Liner back in action as quickly as possible.

Mack Mid-Liner — the cab-over-engine MS Series, and now the CS Series conventionals. Your dealer is ready to prove the real meaning and value behind the phrase, "Built Like a Mack Truck."®

You must see the Common Sense difference for yourself!



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