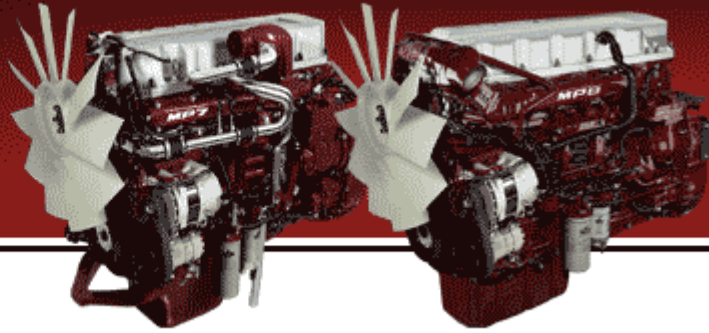


MP7 & MP8 ENGINES



THE 2007 MACK ENGINE SERIES BLOWS AWAY THE COMPETITION

The all-new MP8 and MP7 engines, the latest members of the Mack MP Engine Series, draw from proven technology to boost power and run cleaner. These engines meet the strict emissions requirements of the EPA that begin next year, better known as US'07, and are miles ahead of the competition.

A POWERFUL ADDITION TO THE FAMILY

The MP8 Engine has the highest horsepower with the lowest emissions ever offered by Mack. The 13-liter (800 cubic inch), MP8 has a horsepower range from 415 HP to 485 HP and torque levels from 1,540-1,700 lb.-ft., and the 11-liter (700 cubic inch), MP7 possesses a horsepower range from 325 HP to 405 HP and torque ratings from 1,350-1,560 lb.-ft.

The US'07-compliant MP8 and MP7 engines have all the benefits that you have come to know and love with the MP Engine Series - like increased fuel efficiency, great low-end torque, competitive oil drain intervals, competitive weight and improved braking performance with the Mack PowerLeashT System.

CLEAN LIVIN'

As one of the industry's vertically integrated manufacturers, that designs and builds its own trucks and engines, Mack has engineered a technically savvy solution that is commercially viable for US'07. Because we build our trucks from top to bottom, we were able to seamlessly incorporate Diesel Particulate Filters (DPF) into our truck architecture producing cleaner running trucks that will meet all of our customers needs.



Mack Cap Catalyzed DPF



Mack Back-of-Cab Catalyzed DPF



The Catalyzed DPF uses existing exhaust heat to passively oxidize soot and a simple seventh injector to supply hydrocarbons (diesel fuel) to actively oxidize remaining soot collected in the filter through a catalytic reaction. The Non-Catalyzed DPF (Residential Refuse Solution) uses a Thermal Generator to supply the heat to oxidize the soot collected. The DPF reduces permissible particulate matter (PM) emissions by more than 90 percent from today's US'04 levels. The DPF is designed in three unique configurations (Mack Back-of-Cab Catalyzed and Non-Catalyzed DPFs and a compact MackCapT Catalyzed DPF) to fit the needs of each truck.

MINOR ADJUSTMENTS MAKE A BIG DIFFERENCE

The US'07-compliant MP8 and MP7 engines boast a few improvements from its predecessor, the US'04-compliant MP7. The most significant is the redesign of the Exhaust Gas Recirculation (EGR) Cooler, which now utilizes a tube-and-bundle configuration for even more efficient cooling. The new MP8 and MP7 engines deliver the same performance and reliability of the US'04-compliant MP7, which has been road-tested and respected by drivers for more than two years.

MAXIMIZE PERFORMANCE

The new MP8 and MP7 engines are designed to maximize the many great benefits and features of each Mack truck. Each engine comes in the same three families (Econodyne, MaxiCruise and Maxidyne) to optimize performance in a wider operating range. Econodyne is ideal for typical interstate and part load/part throttle applications where fuel economy is the priority. MaxiCruise provides performance for rolling interstate and on and on-off applications. Maxidyne provides power for high-performance, severe-duty conditions, especially in off-road applications.

ECONODYNE®	
ENGINE	HP
MP8	485E
MP8	455E
MP8	425E
MP7	405E
MP7	355E
ENGINE TORQUE LEVELS	
MP8: 1,540–1,700 lb.-ft.	
MP7: 1,350–1,560 lb.-ft.	

MAXICRUISE®	
ENGINE	HP
MP8	485C
MP8	445C
MP8	415C
MP7	395C
MP7	365C
ENGINE TORQUE LEVELS	
MP8: 1,540–1,700 lb.-ft.	
MP7: 1,350–1,560 lb.-ft.	

MAXIDYNE®	
ENGINE	HP
MP8	485M
MP8	455M
MP8	425M
MP7	405M
MP7	365M
ENGINE TORQUE LEVELS	
MP8: 1,540–1,700 lb.-ft.	
MP7: 1,350–1,560 lb.-ft.	

[Click here](#) to view a complete horsepower-to-torque comparison chart for the MP8 and MP7 engines within each of the three engine families.

Each new MP8 and MP7 engine will match with current transmission offers. The Econodyne engine family works best for highway applications with the Mack T300, vendor manual and automated manual transmissions. The MaxiCruise engine family, which is ideal for highway and vocational use, utilizes the Mack T300, vendor manual, automated manual and the full automatic transmissions. And the vocational-preferred Maxidyne engine family works with the Mack T300, TM300, vendor manual and full automatic transmissions.

Featured in the Granite and Pinnacle models, the MP8 and MP7 US'07-compliant engines are designed with the power, torque and durability that customers have come to expect from the trucking industry's long-time leader in integrated powertrains.

ALL SCIENCE. NO FICTION.

