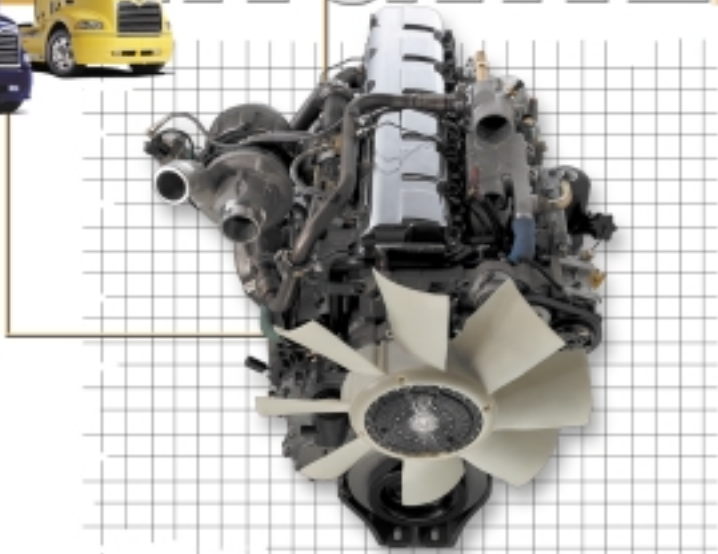


# MACK ENGINE



## AC-460P



### FEATURES

- ECONODYNE™ Diesel Engine
- Cooled Exhaust Gas Recirculation (CEGR)
- Maximum Horsepower 487 BHP [363 kW]
- Electronic Unit Pump Fuel Injection with Rate Shaping
- V-MAC III Total Vehicle Electronics System
- Wide Operating Range 1200-1850 RPM
- Chassis Mounted Charge Air Cooled
- Variable Geometry Turbocharger
- Mack PowerLeash™ Engine Brake

### SPECIFICATIONS

HP [kW] @ Governed RPM . . . . . 460 [343] @ 1850  
 Peak HP (kW) @ RPM . . . . . 487 [363] @ 1600-1700  
 Max. Torque lb. ft. [N•m] @ RPM . . . . . 1,660 [2 250] @ 1200

Type . . . . . Direct Injection Diesel  
 Number of Cylinders . . . . . 6, In-Line  
 Bore & Stroke, in. [mm] . . . . . 4.875 x 6.5 [124 x 165]  
 Displacement, in.<sup>3</sup> [L] . . . . . 728 [12]  
 Compression Ratio . . . . . 16:1  
 Firing Order . . . . . 1-5-3-6-2-4  
 Torque Rise . . . . . 27%  
 Clutch Engagement . . . . . 780 lb. ft. [1 057 N•m] @ 800 RPM

Idle Speeds:  
 Low . . . . . Adjustable; 650 RPM  
 High . . . . . Adjustable; 2100 RPM

Mack PowerLeash Engine Brake Retarding Power  
 . . . . . 420 HP [293 kW] @ 2100 RPM

Weight, Dry: (Approx.) w/51 Qt Oil Pan . . . . . 2,361 lbs. [1 073 kg]  
 (With air compressor, but no oil, water, starter, fan, alternator, or clutch)

### V-MAC III ADDITIONAL FEATURES/AND DATA MAX:

- |                         |                                       |
|-------------------------|---------------------------------------|
| — DataMax Trip Recorder | — Service Features                    |
| — Trip/Life Recorder    | — Integrated Diagnostics              |
| — Driver Event Log      | — Password Protection                 |
| — Histograms            | — Field Programmable Software         |
| — Incident Log          | — GuardDog Maintenance Monitor (Opt.) |
| — Maintenance Monitor   |                                       |
| VIP DASH DISPLAY (Opt.) |                                       |
| Serial Communications   |                                       |
| — J1587                 |                                       |
| — J1939 (CAN)           |                                       |

### V-MAC III® FUNCTIONS

Electronic Vehicle Management and Control System  
**OVER 200 PROGRAMMABLE FEATURES**

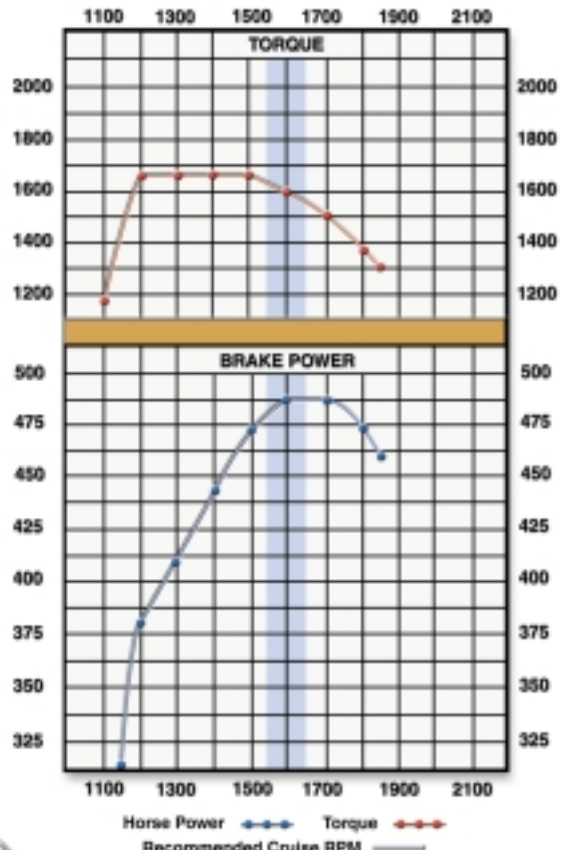
#### V-MAC III ENGINE CONTROLS:

- |                           |                              |
|---------------------------|------------------------------|
| Electronic Fuel Control   | Programmable:                |
| Electronic Timing Control | — Governor Type              |
| “Smart Fan” Drive         | — Low Idle Speed             |
| Engine Brake Control      | — High Idle Speed            |
| Engine Protection         | — Electronic Torque Limiting |

#### V-MAC III VEHICLE CONTROLS:

- |                                  |                                |
|----------------------------------|--------------------------------|
| Vehicle Speed Control            | Idle Shutdown                  |
| — Road Speed Limiting (RSL)      | Accessory Relay Control        |
| — Lower Gear RSL                 | Security Controls              |
| — Full Featured Cruise Control   | — MPH Sensor Tamper Resistance |
| Engine Speed Control             | — Engine Sleep Mode            |
| — Electronic Hand Throttle (EHT) | — Theft Deterrence (Opt.)      |
| — Multiple PTO Control           |                                |
- IDLE COOLDOWN

### ENGINE PERFORMANCE



**ENGINE SPECIFICATIONS**

- Flywheel Housing . . . . . Aluminum
- Cylinder Block:
  - Material . . . . . Alloyed Grey Cast Iron
  - Bores . . . . . Torque Plate Honed
- Cylinder Liners:
  - Type . . . . . Wet/Dry (Replaceable)
  - Surface Finish . . . . . Peak Honed
- Cylinder Head Assembly:
  - Type . . . . . 3 Cyls/Head (2 Heads)
  - Configuration . . . . . 4 Valves/Cyl., OHV
  - Valve Type . . . . . Poppet w/Positive Rotators
  - Valve/Insert Material . . . . . Super Alloy (Serviceable)
- Pistons & Rings:
  - Piston Type . . . . . 2 Piece Articulated, Re-entrant Cavity
  - Piston Material . . . . . Alloy Steel Crown, Aluminum Skirt
  - Pin Diameter . . . . . 2.25" [57 mm]
  - Rings . . . . . 2 Compression, 1 Oil Control
- Crankshaft:
  - Material . . . . . Forged, Carbon Steel
  - Heat Treatment . . . . . Induction-Hardened Journals/Fillets
  - Main Bearing Diameter . . . . . 4.5" [114 mm]
  - Rod Bearings . . . . . Deltawall, 3.25" [83 mm] Diameter
- Valve Lifters . . . . . Ceramic Roller/Follower w/Hardened Steel Pin
- Charge Air Cooling . . . . . Chassis Mounted, Air-To-Air
- Fuel System:
  - Electronic Unit Pump . . . . . Bosch PLD 20 with Rate Shaping
  - Injection Nozzles . . . . . Bosch VCO, 22 mm No leakoff, Centered Holder
  - Supply Pump . . . . . Bosch, Gear Type
  - Filter . . . . . Spin On, Disposable
- Lubrication System:
  - Type . . . . . Full Pressure, Wet Sump
  - Oil Filters . . . . . 2 Spin-On Full Flow Disposable, 1 Centri-Max *Ultra* Centrifugal
  - Total Oil Capacity . . . . . 55 qts. [52 L] (Incl's. Filters)
  - Drain Plug . . . . . Magnetic
- Cooling System:
  - Capacity . . . . . 17 qts. [16 L]
  - Thermostats . . . . . Twin, wax element barrel type 180°F [82°C] opening
  - Hose Material . . . . . Gates Blue Stripe
- Air Compressor:
  - Type . . . . . Meritor WABCO
  - Standard Capacity . . . . . 18.7 cfm [8.9L/s]
- Turbocharger . . . . . Borg Warner SV410 Variable Geometry
- Accessory Belt . . . . . 6 Rib, Poly-V
- EGR System
  - Single EGR Valve Assembly . . . . . Modulated Cast Stainless Steel
  - EGR Cooler . . . . . Stainless Steel Plate and Fin, Gas to Coolant

**GEARING RECOMMENDATIONS**

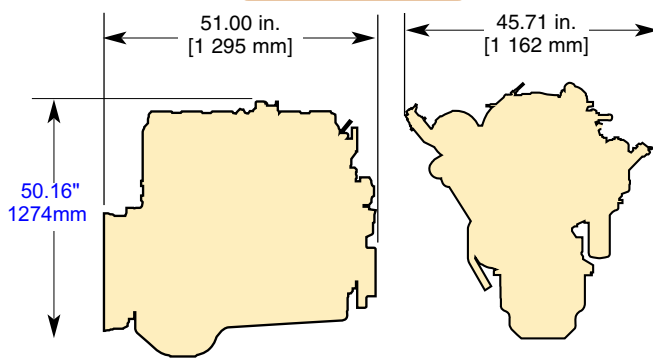
Proper gearing is necessary to achieve optimum vehicle performance and fuel economy. Vehicle specifications, including engine, transmission, axle ratio, and tire selection, should generally be selected to meet the following criteria:

<b>Startability</b>	Highway Applications . . . . .	≥ 10%
	On-Off Highway Applications . . . . .	≥ 16%
<b>Gradeability</b>	@ Cruise Max. MPH . . . . .	≥ 0.5%
	@ Peak Torque, Top Gear . . . . .	≥ 1.5%
<b>Cruise RPM</b>		1600 ±50 RPM*

\*Cruise RPM = Engine speed in top gear @ Cruise Max. MPH setting. Limited to 65 MPH. At high speeds gear truck to obtain above RPM @ 65 MPH.

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**



**OIL/FILTER SERVICE INTERVALS**

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

**OPTIONAL EQUIPMENT\***

Higher Capacity Air Compressor available.  
Ether Injection Cold Start Systems

- J-Tech Engine Brake
- Engine Block Heater (120 or 240 volts)
- Iron Flywheel Housing
- High Capacity Alternators
- Fuel Heaters/Fuel-Water Separators

\* Availability may be chassis model dependent.

The information in this brochure was accurate as of the day of publication. Mack Trucks, Inc. reserves the right to make changes in specifications, equipment or design, or to discontinue models or options without notice at any time.