

Mack G-series

Through the years there have been many rumors regarding the Mack G-series. There were a total of 2181 G-series model variations produced over a four-year period, 1959 through 1962. Extensive research through the Mack Trucks Historical Museum archive, discussion with former Mack employees and communication with former G-model owners, has provided the opportunity to compile this review.

Research indicates that there was never a lawsuit filed by another manufacturer regarding their concern over similarly designed components. There may have been some contention between the two manufacturers, a lawsuit may have been mentioned, but never materialized. Based upon research, no judgements or settlements were issued. The introduction of the New Design cabover engine model, the Mack F-series in 1962, may have driven the G-model's discontinuation, thus avoiding any further discussion.

There were two main items that seemed to be the cause of the concern.



The first of the two is the access door on the left front of the cab. This door offered access to the back of the dash to service wiring, electrical components, air lines and cables. The door was a hinged aluminum panel with two clasps securing it when the truck was being driven. When opened, this panel eliminated the need for a contortionist to perform the service in the tight spaces under and behind the instrument panel. The convenient access offered serviceability while standing outside of the cab.

The second of the two items were the passenger compartment doors on the cab. The door design and construction were similar between the two companies. The door was designed with an extruded aluminum frame with an aluminum outer skin and inner panel reinforced by several aluminum structural supports. To the naked eye, one would think you could interchange the doors between the models. A few measurements would quickly confirm that the Mack door is approximately 4" taller than the other. Most of the height difference is in the upper portion of the



door in the vent and side window area, giving the Mack driver better visibility.

There has been discussion that the root of these concerns may have been the result of Mack hiring a designer from the other manufacturer. It has been claimed that this person may have included some of his prior experience in the G-model project. Research has provided no support for this claim and in nearly 25 years of debating this topic, no proof has materialized.

This information reflects the history of the G-model based upon the research performed with the information available. If information becomes available that would prove this material incorrect, an adjustment will be made. The Mack Trucks Historical Museum prides itself on offering the most accurate and concise information based upon our historical archive.