



Product Information

186- MACK AIR SUSPENSION PACKAGES (MAXLITE & MAXRIDE)

Updated: November 4, 2025

MaxRide

- MaxRide is Mack Trucks' newest 4 or 8-bag rear air suspension solution, available only on the new Mack truck platform.
- Provides higher GCW limits than what is available with MaxLite, providing exceptional ride quality in on-highway or severe duty applications.
- Provides better traction, less vibration, and improved ride comfort.
- Allows disc and drum brake packages ⁽¹⁾
(Note: Hendrickson HAS does not allow all disc brake packages).
- Less expensive than Hendrickson PRIMAAX® EX found on competitor trucks.
- Non-torque reactive suspension that prevents rear frame rise during mid-gear range acceleration.
- MaxRide is less susceptible to noise, vibration, and harshness compared to MaxLite due to MaxRide not allowing rear axles that contain hypoid gearing.

MaxLite

- Mack's legacy 2- or 4-bag rear air suspension.
- Lowest cost and lightest rear air suspension solution available on Mack trucks.
- Allows disc and drum brake packages ⁽¹⁾.
- Torque reactive suspension that allows rear frame rise during mid-gear range acceleration.
- MaxLite is more susceptible to noise, vibration, and harshness compared to MaxRide, when specified with axles that contain hypoid gearing. This is due to hypoid gearing creating non-parallel pinion angles on the interaxle driveline.

(1) Drum brake packages will only be available with vocational truck models.



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Mack Rear Air Suspension Overview

Item	MaxLite		MaxRide	
Axle Configuration	4x2 & 6x2	6x4	4x2 & 6x2	6x4
Number of Air Springs	2	4	4	8
Rated Capacity	20k - 23k Lbs.	38k - 46k Lbs.	23k Lbs.	44k - 46k Lbs.
Maximum GCW ⁽¹⁾	No Direct Restrictions ⁽¹⁾			
Installed Weight	Dealers must refer to MSS spec for accurate installed weight			
Bogie Spacing	- -	51" or 53"	- -	54"
Electronic Controlled Suspension (ECS) ⁽²⁾	Optional	Optional	Standard / Required	Standard / Required
ECS Ride Height Levels (if equipped) ⁽²⁾	1	1	1 only, or 3	1 only, or 3
Heavy Duty Axle Housing	Optional	Optional	Required	Required
Job site Travel Rating / Creep Rating	Job site travel ratings, or creep ratings for Mack rear suspensions are based on the creep ratings published by the rear axle supplier and vary based on axle rating. Customers are required to understand these limitations based on the axle supplier's application guidelines.			

1) Although Mack air suspensions do not have direct GCW restrictions against the actual suspension, dealers will find other GCW related restrictions against axle ratings, wheels, tires and other components that may affect suspension selections.

2) See Product Information attached to 620 family for full system details.

Suspension Ride Height

MaxLite			
Suspension Height	Frame Height	Ride Height Loaded	Ride Height Unloaded
Standard (20K – 44K)	10.47" (266mm)	8.3" (210mm)	8.7" (220mm)
	11.81" (300mm)	7.6" (193mm)	8.0" (203mm)
High (20K – 46K)	10.47" (266mm)	9.1" (230mm)	9.4" (240mm)
	11.81" (300mm)	8.4" (213mm)	8.8" (223mm)

MaxRide		
Suspension Height	Frame Height	Ride Height Loaded and Unloaded
Standard	10.47" (266mm)	9.33" (237mm)
	11.81" (300mm)	8.66" (220mm)
High	10.47" (266mm)	10.51" (267mm)
	11.81" (300mm)	9.84" (250mm)

Ride height options may vary by truck model. Ride heights also vary per suspension capacity and by the selected Frame Rail Package (MCE). Ride height is measured from the bottom of the frame to the center line of the axle housing, measured vertically.



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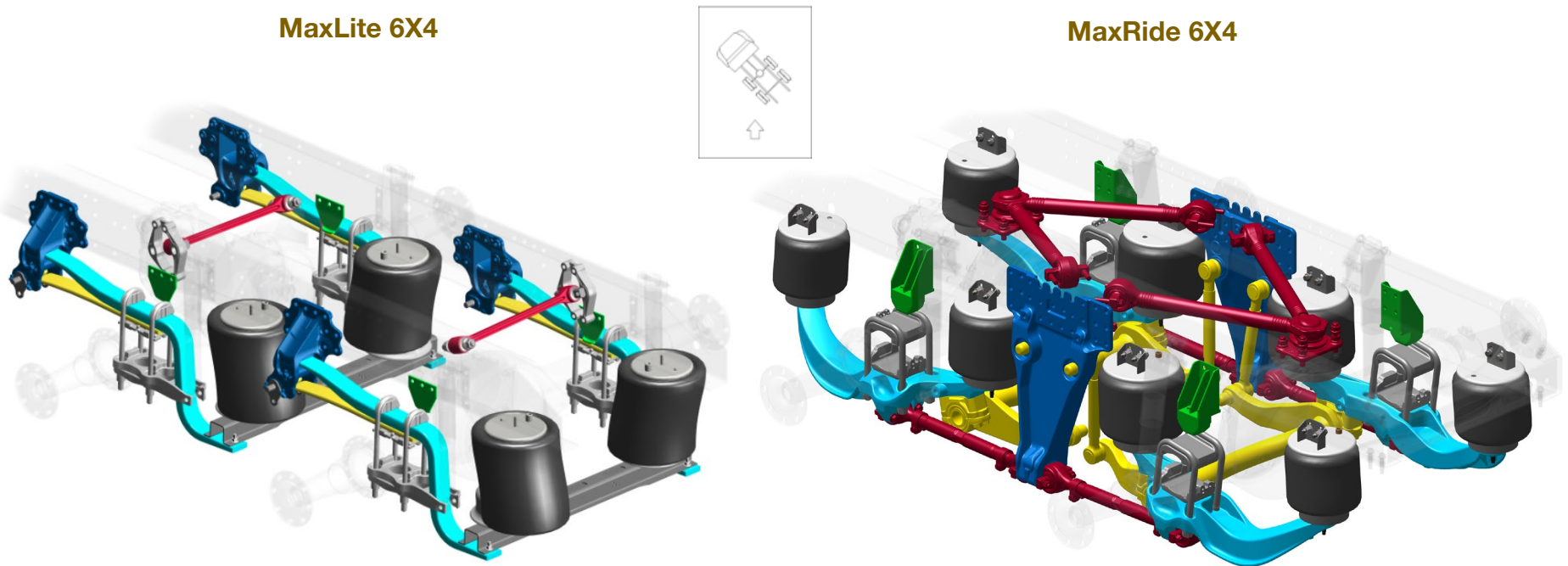
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Mack Rear Air Suspensions Side-by-Side Comparison

MaxLite 6X4

MaxRide 6X4



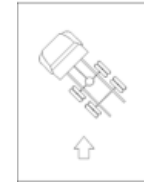
Air Springs (4)
Dual Upper Torque Rods
Bump Stop Group, Non-cushioned
Z-Spring Group
Radius Leaf Spring Group
Frame Hanger Brackets (Cast Steel)

Air Springs (8)
M-Ride Type Upper V-Stays and Lower Control Rods
Bump Stop Group with Rubber Cushions
Air Spring Mounting Group (Cast Steel)
Dual Stabilizer Bar Assemblies (Anti-sway Bars)
Frame Hanger Brackets (Cast Steel)

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MaxRide

M-Ride Type Upper V-Stays

- New V-STAY with internal safety catch
- Eliminates the lateral motion between axle and frame that can stress components
- Premium rubber bushings at all pivot points eliminate the need for lubrication, also reducing noise, vibration and harshness

M-Ride Type Lower Control Rods

- Works in tandem with upper V-Stays to prevent torque reactive frame rise
- Keeps axles aligned

Suspension Load Distribution

50/50 % with ECS in normal traction mode

Bump Stop Group

- Rubber cushioned bump stops
- Limp home design supports run-flat scenarios up to 18 mph (30 kph)

Air Springs

- MaxRide air springs provide a smooth, constant ride quality

Dual Leveling Valves

- Allows MaxRide to perform suspension leveling side-to-side on uneven surfaces

Frame Hanger Brackets

- Cast steel brackets create a common joint for lower control arms and stabilizer bars
- Cast steel material adds to suspension ruggedness

Air Spring Mounting Group

- Airspring member with an integrated brake chamber protection
- Cast steel material adds to suspension ruggedness

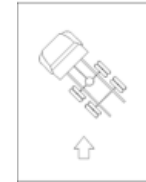
Dual Stabilizer Bar Assemblies

- Provides a stabilizing force in line with the fifth wheel on tractors
- Eliminates rear chassis torsion
- Provides excellent handling and stable driving comfort

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Dual Upper Torque Rods

- Eliminates the lateral motion between axle and frame that can stress components
- Premium rubber bushings at all pivot points eliminate the need for lubrication, also reducing noise, vibration and harshness

Frame Hanger Brackets

- Cast steel hanger brackets encapsulates ultra-high-molecular polyurethane spring wear plate and spring roller spacer

Radius Spring Leaf Group

- Keeps the drive axle located longitudinally to the correct location during suspension articulation

Bump Stop Group

- Sheet metal on 20k and 40k axles, non-cushioned
- Cast steel on 23k and 46k axles providing a stronger and more durable bump stop, non-cushioned

Air Springs

- MaxLite air springs provide a smooth, constant ride quality

Z-Spring Group

- Distributes the vertical axle load between the hanger bracket and the air spring while remaining flexible member of the suspension

Suspension Load Distribution

50/50 % with optional ECS in normal traction mode

