THE FORD MEDIUM-DUTY TRUCK TEAM

Ford is committed to helping you grow your business with the help of our Built Ford Tough® F-650/F-750 family of medium-duty trucks. Combining technological innovation and a strong work ethic, we build trucks – right here in America – with the flexibility to meet your business needs, as well as the capability to help you get the job done. So haul it. Pull it. Fill it. No sweat. From F-650 Pro Loader® to F-750 Tractor, the 2019 Ford medium-duty truck lineup is rock solid. Ready for duty. And backed by Ford.

F-650/F-750 SUPER DUTY FAMILY

PRO LOADER D G
F-650 – Kick-up frame offers a lower step-in height than our Straight Frame models, making it ideal for parcel delivery trucks, rescue vehicles and other frequently accessed upfit bodies. Ford is the only medium-duty truck manufacturer that lets you choose: diesel or gasoline power.

STRAIGHT FRAME D G
F-650 and F-750 – 7 Straight Frame options. F-750 offers one of the strongest frame selections in the segment, with resisting bending moment (RBM) values up to 3,580,800 in.-lbs. Choice of diesel or gasoline power.

TRACTOR D

D | 6.7L POWER STROKE® V8 TURBO DIESEL
G | 6.8L TRITON® V10 3-VALVE GASOLINE

POWERED BY FORD
ASSEMBLED IN AMERICA¹
TESTED TOUGH: THOUSANDS OF MILES SIMULATING THE WORST CONDITIONS

¹Assembled in the USA with domestic and foreign parts. ²Class 6–7 Conventional Chassis Cabs based on Ford segmentation. Vehicles throughout this brochure may be shown with optional and aftermarket upfit equipment and without standard antenna.
Both engines and the TorqShift® HD 6-speed automatic transmission are Ford designed and built to offer seamless performance with all chassis components and vehicle calibrations. When you work as hard as these trucks do, that’s critically important. Ford is also the only Class 6–7 truck manufacturer to build its own diesel and gas powertrains.

6.7L POWER STROKE® V8 TURBO DIESEL

This potent B20-capable engine delivers best-in-class standard diesel horsepower and torque. It also offers 3 sets of ratings so you can match engine power to your needs. Excellent throttle response is delivered in part by a high-pressure, common rail fuel injection system. Robust high-altitude performance comes courtesy of the high airflow supplied by the variable-geometry turbocharger. Compacted graphite iron (CGi) imparts strength and durability to the deep-skirt engine block, while the aluminum cylinder heads feature a 6-head-bolt-per-cylinder design for secure sealing. Active Regeneration Control lets you initiate regenerative cleaning of trapped soot in the diesel particulate filter at the time and location you choose.

6.8L TRITON® V10 3-VALVE GASOLINE

Our class-exclusive V10 gasoline engine features a single overhead camshaft design that provides an advanced level of valve control, and a coil-on-plug ignition system designed for high-mileage durability. It’s also built to meet greenhouse gas (GHG) emissions standards for medium-duty vehicles and heavy-duty engines. It can be equipped to run on compressed natural gas (CNG) or propane autogas, and in-factory frame-rail drilling is now available on F-650 and F-750 Straight Frame trucks to support special fuel tanks featured in aftermarket conversions. A high-output alternator (240-amp) is designed to ensure you have enough power for work applications with high electrical demands.

<table>
<thead>
<tr>
<th>6.7L POWER STROKE® V8 TURBO DIESEL</th>
<th>6.8L TRITON® V10 3-VALVE GASOLINE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STANDARD</strong></td>
<td><strong>Available</strong></td>
</tr>
<tr>
<td><strong>TORQUE</strong></td>
<td><strong>460 LB.-FT. TORQUE</strong></td>
</tr>
<tr>
<td>675 lb.-ft. @ 1,800 rpm</td>
<td></td>
</tr>
<tr>
<td><strong>HORSEPOWER</strong></td>
<td><strong>320 HORSEPOWER</strong></td>
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<tr>
<td>270 @ 2,500 rpm</td>
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<tr>
<td>700 lb.-ft. @ 1,800 rpm</td>
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<tr>
<td>725 lb.-ft. @ 1,800 rpm</td>
<td></td>
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<tr>
<td>300 @ 2,500 rpm</td>
<td></td>
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<tr>
<td>330 @ 2,600 rpm</td>
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</tbody>
</table>

| **AVAILABLE**                        |                                  |
| **TORQUE**                           |                                  |
| 700 lb.-ft. @ 1,800 rpm             |                                  |
| 725 lb.-ft. @ 1,800 rpm             |                                  |
| 300 @ 2,500 rpm                     |                                  |
| 330 @ 2,600 rpm                     |                                  |

2019 F-650/F-750 Super Duty | ford.com

1 Available feature.
GEAR DOWN

Reduce the available gear range when you’re hauling heavy loads or facing difficult road conditions by using the progressive range select mode on the standard TorqShift® HD 6-speed automatic transmission. You can also engage tow/haul mode to eliminate frequent gear shifting on steep uphill grades, as well as for additional braking and control on downhill grades when used in combination with the engine brake feature on the diesel engine.

This beast is our proven standard – paired to both the 6.7L Power Stroke® V8 Turbo Diesel and the 6.8L Triton® V10 gasoline engine. Smooth, efficient performance comes courtesy of a multi-segment friction clutch design, which reduces power loss while maximizing oil flow and transmission productivity. The 3-plate, 2-stage torque converter is designed to handle the substantial horsepower and torque forces it will encounter in medium-duty truck work.

The torque converter’s low-speed lockup capability (down to 900 rpm) helps both engines work efficiently at low rpm. Sinter-brazed pinion carriers help the transmission manage the extreme low-end torque of the diesel engine, as well as the high shift speeds of the gasoline engine. Robust gearsets are fortified by extra pinion gears for our medium-duty application, and a high-efficiency fluid filter gives this dependable workhorse a fluid change interval of 150,000 miles.

TORQSHIFT HD 6-SPEED AUTOMATIC TRANSMISSION

LIVE-DRIVE POWER TAKEOFF (PTO) PROVISION

Directly linked to the engine crankshaft, our available PTO provision can power PTO-driven accessories like dump bodies, sprayer pumps, generators, salt spreaders and snow plows, whether the truck is moving or not. Mobile mode is designed to operate in all gears and at all vehicle speeds, enabling the PTO provision to offer a gasoline torque rating of up to 125 lb.-ft., and a diesel torque rating of up to 200 lb.-ft. Stationary Elevated Idle Control (SEIC) mode increases the PTO provision’s gasoline torque rating up to 250 lb.-ft., and its diesel torque rating up to 300 lb.-ft. On the diesel, you also get split-shaft capability to power 2 different auxiliary devices.
Remember that even advanced technology cannot overcome the laws of physics. It’s always possible to lose control of a vehicle due to inappropriate driver input for the conditions.\(^1\)

Weight restrictions vary by model.\(^2\)

Thanks to the relatively low ground-to-top-of-frame height on its kick-up frame, F-650 Pro Loader\(^{®}\) is well-suited to ambulance and emergency service applications that require a low and flat loadfloor with no interior encroachment. Diesel trucks equipped with the optional air brakes with traction control can also opt for electronic stability control.\(^3\)

Serviceable and nonserviceable sections of the rugged 9” frame are joined with Huckbolt\(^{®}\) fasteners for durability. Pro Loader is available in Regular Cab, SuperCab and Crew Cab. Crew Cabs feature 76° rear-door openings to help make quick work of loading bulky gear or extra passengers.

GVWRs: 20,500 – 26,000 lbs.\(^2\)
GCWRs: 37,000 – 50,000 lbs.\(^2\)
Rear axle ratings up to 17,500 lbs.\(^2\)

GROUND-TO-TOP-OF-FRAME HEIGHT

\(^{1}\)Remember that even advanced technology cannot overcome the laws of physics. It’s always possible to lose control of a vehicle due to inappropriate driver input for the conditions. \(^{2}\)Weight restrictions vary by model.
STRAIGHT FRAME

The nominal 9" and 10" rails on F-650 and F-750 Straight Frame trucks offer loading-dock-level heights for ease of use at warehouses and receiving locations – and high capability ratings ideal for heavy construction, utility work, wrecker duty and beyond. Straight Frame trucks are available in Regular Cab, SuperCab and Crew Cab, all with a low-profile cabin for plenty of versatility when lower clearance or center of gravity is needed. Plus, electronic stability control1 is now available when you opt for the air brakes with traction control on Straight Frame trucks.

GVWRs: 26,000 – 37,000 lbs.2
GCWRs: 37,000 – 50,000 lbs.2
Rear axle ratings up to 26,000 lbs.2

GROUND-TO-TOP-OF-FRAME HEIGHT

38.4"
REDEFINING TRACTOR PULL

For vocational applications like beverage delivery and moving and storage, Built Ford Tough® F-650 and F-750 tractors are ready to haul your toughest loads. The standard 6.7L Power Stroke® V8 Turbo Diesel pulls its own weight – and a whole lot more – with a torque rating up to 725 lb.-ft. A rear air suspension helps smooth out the roughest roads. With in-factory 5th-wheel frame-rail drilling, your tractor is ready to support plates and other mounting equipment for Fontaine fixed 5th wheels. And standard air brakes help you bring it all to a controlled, confident halt. Tractors are available in your choice of Regular Cab, SuperCab and Crew Cab.

GVWRs: 27,500 - 37,000 lbs.
GCWR: 50,000 lbs.
Rear axle ratings up to 26,000 lbs.

A SOLID FOUNDATION of a high-strength, heat-treated alloy steel frame, long front leaf springs, double-acting front shock absorbers, and a front stabilizer bar help F-650 and F-750 tractors deliver a smooth, comfortable ride while maintaining capability.

BEST-IN-CLASS standard diesel horsepower (270) and torque (675 lb.-ft.) are delivered by the 6.7L Turbo Diesel engine. Additional engine outputs of 300 hp and 700 lb.-ft. of torque, and 330 hp and 725 lb.-ft. of torque, are also available.

ENHANCE YOUR VISIBILITY around the trailer with a choice of 96" - or available 102"-wide sideview mirrors to handle different types of trailers. A heat feature in select mirrors can warm the mirror surface to help keep it clear in snowy and icy conditions.

TO HELP YOU MAINTAIN CONTROL, the standard brake system on F-650 and F-750 tractors includes electronic stability control and traction control. Lateral, longitudinal and yaw accelerometers, a steering wheel-angle sensor, and wheel-speed sensors help the system recognize understeer, oversteer, excessive roll, and jackknifing events, as well as loss of traction due to slippery road conditions – so it can assist in limiting these occurrences.

● AIR BRAKE SYSTEM  ● ENGINE EXHAUST BRAKE  ● 12’ COILED AIR/ELECTRIC LINES WITH POGO STICK  ● REAR AIR SUSPENSION  ● NEW FRONT FENDER-MOUNTED MIRRORS  ● CLASS-EXCLUSIVE POWER-TElescoping AND -Folding, HEATED TRAILER TOW MIRRORS

1 Available feature.  2 Weight restrictions vary by model.  3 Remember that even advanced technology cannot overcome the laws of physics. It’s always possible to lose control of a vehicle due to inappropriate driver input for the conditions.
FORWARD THINKING – ALL AROUND

The low cab height on all of our trucks makes for easy over-the-cab upfits. New Front Fender-Mounted Mirrors\(^4\) offer the driver additional visibility along the right side or both sides of the truck for confident maneuvering. There’s also a new Air Dryer Alternate Mount\(^4\) option that can be used to move the air dryer outside of the frame rail for easier access, while opening space between the rails for bulky PTO accessory installations. We begin with the end in mind – ease of upfitting – whatever your line of work.

A DIESEL ENGINE FUEL TANK CHOICES begin with the standard 8-gal. DEF tank and the aluminum fuel tank (50-gal. Regular Cab; 65-gal. SuperCab/Crew Cab) mounted under the driver’s side of the cab for a clean CA. Extend your diesel range with 115-gal. dual rectangular aluminum fuel tanks\(^1\) (65-gal. on left/50-gal. on right).

B MOTORCRAFT\(^\circledR\) BATTERIES run from 750 to 900 cold-cracking amps (CCA) depending on engine choice and model variations with up to 2,700 total-vehicle CCA possible. Under-cab battery box placement (adjacent to the exhaust) contributes to a clean CA.

C EXHAUST SYSTEMS vary from standard horizontal mufflers to under-cab vertical switchback style.\(^1\)

D A BODY-BUILDER WIRING HARNESS\(^1\) reduces the amount of wiring for upfitters to route.

E A 750-WATT ENGINE BLOCK HEATER\(^1\) helps produce proper engine startup lubrication if used when temperatures drop below 10° F.

F A WIDE RANGE OF AXLE CAPACITIES gives you plenty of options to fit your particular type of work. F-650/F-750 front axle ratings range from 8,500 to 14,000\(^1\) lbs. Rear axle ratings vary from 13,500 to 26,000\(^1\) lbs.

\(^1\)Available feature. Restrictions may apply. See your dealer for details.
PURPOSE-BUILT FOR YOUR CREW

Thanks to an outstanding driving position and standard tilt steering column, you’ll feel at ease behind the wheel of F-650 and F-750 medium-duty trucks. Since our engines don’t intrude into the cabin, we’re able to provide a natural driver’s position. And with air-ride seats, both driver and front passenger can find their optimal fit using the adjustable lumbar support and seat cushion position (front tilt and length), in addition to the air-activated suspension system.

A touch of a button and the sound of your voice is all it takes to make and take calls with our SYNC® voice-activated technology. It can also play music from your phone, MP3 player or USB device according to your voice commands. Plus, you’ll find 12V powerpoints, a 110V/150W AC power outlet and a USB port for recharging your tools and other devices. All in a comfortable cabin that’s surprisingly quiet.

FLEXIBLE NEW OPTIONS FOR MANAGING YOUR FLEET

A new telematics modem, engineered and integrated by Ford, gives fleet managers the power to choose which telematics service provider or solution is the best fit for their business. The optional device supports access to telematics services including, but not limited to, vehicle location, speed, idle time, fuel level, vehicle diagnostics and maintenance alerts. Available Fall 2018. Please visit commercialsolutions.ford.com or call (833) 811-FORD for more information.

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1Available feature. May require other available equipment. 2Don’t drive while distracted. Use voice-operated systems when possible; don’t use handheld devices while driving. Some features may be locked out while the vehicle is in gear. Not all features are compatible with all phones. 3Feature availability varies by model.
STANDARD FEATURES

MECHANICAL

GAS ENGINE MODELS

6.8L Triton® V10 3-valve gasoline engine (n/a on Tractor)
12V Denso® starting motor
Air cleaner with heavy-duty filter
Alternator – 175-amp, extra-heavy-duty, 12V, Mitsubishi®, brushless, pad-mounted
Battery – 900-amp (CCA), 12V, Motorcraft®
Exhaust – Single, horizontal, catalytic converter, frame-mounted right side back of cab; downward-facing outlet tip

DIESEL ENGINE MODELS

6.7L Power Stroke® V8 Turbo Diesel engine (3 hp/torque rating options: 270/675 [99C], 300/700 [99E], and 330/725 [99X])
12V Comstar® starting motor
8-gal. DEF tank
Alternator – 200-amp, extra-heavy-duty, 12V, Denso, brushless, pad-mounted
Batteries – 750-amp (CCA), 12V, Motorcraft® (2/total of 1,500 CCA)
BorgWarner viscous fan clutch
Donaldson® single-element air cleaner with restriction indicator
Engine exhaust brake
Exhaust – Single, switchback-style, horizontal; frame-mounted right side under cab with outside-of-frame-rail rear exit
Fuel/water separator

GAS AND DIESEL ENGINE MODELS

Ford TorqShift® HD 6-speed automatic transmission (without PTO provision)
Battery box – Right-hand frame-mounted under cab step
Brakes – Air brake system with 4-wheel, 4-channel Anti-Lock Brake System (ABS), traction control, and hand control valve for trailer brake (Tractor)
Brakes – Bosch® Hydro-Max® hydraulic brake system with 4-wheel, 4-channel Anti-Lock Brake System (ABS) (n/a on Tractor)
Driveshaft – Dana base
Engine coolant with red, extended-life Organic Acid Technology (OAT), and -40°F freeze-protection rating
Frame-mounted body-builder wiring at back of cab (n/a on Tractor)
Front parabolic-taper leaf springs with double-acting shock absorbers
Gearshift interlock key¹
Radiator – Aluminum with in-tank transmission cooler
Rear suspension with multi-leaf rear springs
SAE blade-type fuses
Wheel seals (front and rear axle), oil-lubricated wheel bearings (front and rear)

FUEL TANKS

GAS

50-gal. single rectangular steel (Regular Cab and SuperCab)
60-gal. single rectangular steel (Crew Cab)

DIESEL

50-gal. single rectangular aluminum (Regular Cab)
65-gal. single rectangular aluminum (SuperCab and Crew Cab)

INTERIOR CAB EQUIPMENT

AM/FM stereo with auxiliary audio input jack, clock and 2 speakers
12V powerpoints (2)
Air registers with positive shut-off
Assist handles – A-pillars on all cabs, and B-pillars on Crew Cab
Cruise control with steering wheel-mounted controls
Door-sill scuff plates – Black molded-in-color
Flooring – Black vinyl
Glove box at right-hand instrument panel
Hood – Frame-mounted, front-end-tilting fiberglass hood and fenders
Hood – Aero-type halogen with front side marker lamps and reflectors
Engine exhaust brake
Exhaust – Single, switchback-style, horizontal; frame-mounted right side under cab with outside-of-frame-rail rear exit
Fuel/water separator

EXTERIOR CAB EQUIPMENT

Air/electric lines (12’ coiled; Tractor)
Assist handles – B-pillars on all cabs, and C-pillars on Crew Cab²
Body-builder wiring harness, back of cab at frame (n/a on Tractor)
Bumper – Front; full-width, black-painted steel
Dual-note electric horn
Grille – Painted black, plastic
Headlamps – Aero-type halogen with front side marker lamps and reflectors
Hood – Frame-mounted, front-end-tilting fiberglass hood and fenders
Hood – Aero-type halogen with front side marker lamps and reflectors
Trailer module – 7-pin, mounted at back of cab (Tractor)
Trailer charge valve (Tractor)
Trailer module – 7-pin, mounted at back of cab (Tractor)
Window – Rear, fixed, solar-tinted
Windshield – Solar-tinted with laminated glass
Windshield wipers – 2-speed intermittent with washers

SAFETY & SECURITY

Belt-Minder® safety belt reminder (chime and flashing warning light on instrument panel if driver’s safety belt isn’t buckled)
Electronic stability control¹ (Tractor)
Emergency flashers – 4-way
Safety belts – Color-keyed with fixed D-rings on outboard seating positions (Regular Cab)²
Safety belts – Color-keyed with adjustable D-rings on front-outboard seating positions (SuperCab/Crew Cab)²

¹Restrictions may apply. See your dealer for details. ²Always wear your safety belt.

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SEATING

STANDARD FRONT
High-back bucket seats with integrated head restraints, manual fore/aft and recline adjustment, inboard armrests, driver’s side manual lumbar, and floor-mounted mini-console

OPTIONAL FRONT
High-back bucket seats with integrated head restraints, manual fore/aft and recline adjustment, inboard armrests, driver’s side manual lumbar, and floor-mounted mini-console

STANDARD REAR
60/40 split bench with fold-up high-density foam seat; converts to load floor (SuperCab)
60/40 split bench with fold-up high-density foam seat and fold-down seat back (Crew Cab)

OPTIONAL REAR
Rear-seat delete (SuperCab or Crew Cab)

AIR-RIDE SEATS
Air-ride seats are available on Regular Cab and Crew Cab models, with or without air brakes. On models equipped with the standard hydraulic brake system, air-ride seats with an integral or external air pump are optional.

SEAT SUSPENSIONS

<table>
<thead>
<tr>
<th>DRIVER</th>
<th>PASSENGER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed</td>
<td>Fixed</td>
</tr>
<tr>
<td>Air-ride</td>
<td>Air-ride</td>
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<tr>
<td>Fixed</td>
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</tr>
<tr>
<td>Fixed</td>
<td>Fixed</td>
</tr>
</tbody>
</table>

Colors are representative only. See your dealer for actual paint/trim options. Metallic.
AVAILABLE FEATURES

**AXLE & SUSPENSION – FRONT**
- EmGard® SAE 50 synthetic lubricant
- Front stabilizer bar

**AXLE & SUSPENSION – REAR**
- Double-acting shock absorbers (included with rear air suspension)
- EmGard 75W-90 synthetic lubricant

**AIR SUSPENSION – REAR (DIESEL)**
- Air suspension
  - 12,000-lb., 19,000-lb. or 21,000-lb. capacity (F-650)
  - 21,000-lb. or 23,000-lb. capacity (F-750)
- Air suspension dump valve
- Dual air suspension leveling valves for left/right ride height

**BRAKES & BRAKE EQUIPMENT**
- Air brake chambers – Spring-style (relocated to rear of axle; diesel; n/a on Pro Loader®)
- Air brake system with ABS, 4-channel (diesel)
- Air brake system with ABS and traction control, 4-channel (diesel)
- Air compressor – Bendix® Tu-Flo® 550 13.2-CFM (for stand-alone air source with hydraulic brakes; included with air brake systems; required with air suspension; diesel only)
- Air dryer – Bendix AD/IP® with heater on diesel
- Manual regeneration initiation (driver interface in message center; diesel)
- Top road speed limiter (65- and 70-mph options)

**DRIVELINE & CLUTCHES**
- Driveshaft upgrade (diesel)
- Transmission – Mobile and stationary mode power takeoff (PTO) provision

**EXHAUST (DIESEL)**
- Single, switchback-style, horizontal: frame-mounted outside right rail under cab with vertical exit
- Single, torpedo-style, horizontal: frame-mounted right side back of cab with underbody exit in front of axle

**ELECTRICAL**
- Body-builder wiring to end of frame (n/a on Tractor)
- Daytime running lamps
- Electric, 102-decibel backup alarm
- Remote-mounted jump-start stud
- Taillamps delete (does not omit cable to end of frame; n/a on Tractor)

**ALTÉRANTORS**
- 220-amp, 12V (diesel)
- Dual heavy-duty, 357-amp total, 12V (diesel)
- Extra-heavy-duty 240-amp, 12V (gas)

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**FUEL TANKS (FRAME-MOUNTED ON LEFT SIDE)**
- 60-gal. single rectangular steel (Regular Cab and SuperCab gas)
- 55-gal. single rectangular aluminum (Regular Cab diesel; n/a on Pro Loader®)
- 65-gal. single rectangular aluminum (Regular Cab diesel)
- 115-gal. dual rectangular aluminum (65-gal. left-hand tank and 50-gal. right-hand tank; diesel)

**ENGINE EQUIPMENT**
- Active regeneration control (diesel)
- Engine block heater – Phillips, 750W
- Engine idle shutdown timer with 5-, 10-, 15- and 20-minute options
- Manual regeneration initiation (driver interface in message center; diesel)
- Top road speed limiter (65- and 70-mph options)

**DRIVE CONNECTIONS**
- 7-way trailer connection socket
  - Mounted at rear of frame, for combined trailer stop/tail/turn/lamp
  - Mounted at rear of frame, for separate trailer stop/tail/lamp
d
- Mounted at rear of frame, wired for turn signals combined with stop
c
  - Mounted at rear of frame, wired for turn signals independent to stop
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**ALTÉRANTORS**
- 220-amp, 12V (diesel)
- Dual heavy-duty, 357-amp total, 12V (diesel)
- Extra-heavy-duty 240-amp, 12V (gas)

**BATTERIES**
- 220-amp, 12V (diesel)
- Dual heavy-duty, 357-amp total, 12V (diesel)
- Extra-heavy-duty 240-amp, 12V (gas)
**AVAILABLE FEATURES** (continued)

**EXTERIOR CAB EQUIPMENT**

- Air horn, single-trumpet, mounted on back bumper frame rail (diesel)
- Sliding rear window
- Special-rating GVWR (limited to 25,999 lbs.; Straight Frame)
- Special-rating GVWR (limited to 33,000 lbs.; F-750 Straight Frame diesel only)
- Tow hooks delete

**FRONT BUMPER**

- 3" extension\(^1\) (n/a with swept-back bumper)
- Bumper delete
- Full-width, chrome-plated steel (included with Exterior Appearance Package)
- Swept-back, Dark Shadow Gray-painted steel\(^2\)

**FRAME**

- 5th-wheel frame-rail drilling (Tractor)
- Frame-rail drilling to support special fuel tanks for Roush CNG/LPG gaseous prep conversion\(^\dagger\) (Straight Frame gas)
- Frame reinforcement (F-750 only; n/a on Tractor)\(^3\)
- Integral front frame extension – 20" in front of grille\(^1\)

**GRILLE**

- Chrome (includes chrome headlamp bezels)
- Fixed, black-painted steel

**LAMPS**

- Roof marker/clearance, clear lenses (5)
- Roof marker/clearance delete

**MIRRORS**

- Black, dual rectangular, manually adjustable/folding with integrated spotter mirrors, sail-type, 102"-wide spacing\(^4\)
- Black, dual rectangular, power-adjustable/manual folding and heated with integrated spotter mirrors, sail-type, 96"-wide spacing\(^5\)
- Chrome caps, dual rectangular, manually adjustable/folding with integrated spotter mirrors, sail-type, 102"-wide spacing\(^4\)
- Chrome caps, dual rectangular, power-adjustable/manual folding and heated with integrated spotter mirrors, sail-type, 96"-wide spacing\(^5\)
- Chrome caps, dual rectangular, manually adjustable/folding with integrated spotter mirrors, sail-type, 102"-wide spacing\(^4\)
- Chrome caps, dual rectangular, power-adjustable/manual folding and heated with integrated spotter mirrors, sail-type, 96"-wide spacing\(^5\)
- Chrome caps, dual rectangular, manually adjustable/folding with integrated spotter mirrors, sail-type, 102"-wide spacing\(^4\)
- Chrome caps, dual rectangular, power-adjustable/manual folding and heated with integrated spotter mirrors, sail-type, 96"-wide spacing\(^5\)
- Black, dual rectangular, manually adjustable/folding with integrated spotter mirrors, sail-type, 102"-wide spacing\(^4\)
- Black, dual rectangular, power-adjustable/manual folding and heated with integrated spotter mirrors, sail-type, 102"-wide spacing\(^4\)
- Front fender-mounted mirrors – Driver and passenger side\(^2\)
- Front fender-mounted mirrors – Passenger side only\(^2\)
- PowerScope\(^\circledR\) power-telescoping/-folding trailer tow mirrors with power-adjustable/heated glass, manual convex integrated spotter mirrors, integrated clearance lamps and turn signal indicators, 96"-wide spacing\(^6\)

**MUD FLAPS**

- Mud flaps – Rear\(^7\)
- Mud flap holders – Rear, without flaps

**PACKAGES**

- **Audio Delete Package**: deletes radio, auxiliary audio input jack, and all associated parts (includes covers for radio and auxiliary audio input jack)
- **Audio Prep Package**: deletes radio and auxiliary audio input jack, but retains all associated parts
- **Ambulance Prep Package**: (available with 300-hp Power Stroke® V8 Turbo Diesel engine) special EPA calibration for emergency vehicles, 357-amp dual heavy-duty alternators, and three 900 CCA batteries for 2,700 CCA total (n/a on Tractor)
- **Beverage Delivery Package**:\(^1\) body-builder wiring with 6’ additional length to accommodate drop-frame beverage body application
- **CNG/Propane Gaseous Engine Prep Package**: hardened intake valves and valve seats (gas)
- **Exterior Appearance Package**: full-width chrome-plated steel front bumper and chromed fender badges
- **Fire/Rescue Prep Package**: (available with 300-hp Power Stroke V8 Turbo Diesel engine) special EPA calibration for emergency vehicles, 357-amp dual heavy-duty alternators, and three 900 CCA batteries for 2,700 CCA total (n/a on Tractor)
- **Interior Appearance Package**: front-mounted overhead console with dual sunglasses holders and front map lights, door-trim panels, map pockets, chrome air registers, 2nd-row bench seat (Crew Cab), 2nd-row flip-up seats with cushions and bolsters (SuperCab), perforated cab back panel (Regular Cab and Crew Cab), and Power Equipment Package
- **Power Equipment Package**: power front side windows, power rear side windows (Crew Cab), power door locks, and door-trim panels (included in Interior Appearance Package)

---

\(^1\)Restrictions may apply. See your dealer for details. \(^2\)Late availability.
### WHEELBASE/CAB-TO-AXLE OPTIONS

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<thead>
<tr>
<th></th>
<th>PRO LOADER®</th>
<th>STRAIGHT FRAME</th>
<th>TRACTOR</th>
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<td></td>
<td>F-650 Gas &amp; Diesel</td>
<td>F-650 Gas &amp; Diesel</td>
<td>F-750 Gas &amp; Diesel</td>
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<td>Regular Cab</td>
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### DIMENSIONS

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<th>Regular Cab</th>
<th>SuperCab</th>
<th>Crew Cab</th>
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<tbody>
<tr>
<td>Overall height (at curb)¹</td>
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<td>90.4 – 94.7</td>
<td>90.9 – 95.1</td>
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<td>Front bumper to back of cab</td>
<td>114.4</td>
<td>135.4</td>
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<td>Load floor height (at curb)</td>
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<td>33.6 – 38.5</td>
<td>33.6 – 38.5</td>
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<td>Front bumper to center of front axle</td>
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<td>Wheelbase</td>
<td>146.0 – 281.0</td>
<td>167.0 – 281.0</td>
<td>182.0 – 278.0</td>
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<tr>
<td>Center of rear axle to end of frame</td>
<td>39.0 – 120.0</td>
<td>39.0 – 120.0</td>
<td>39.0 – 100.0</td>
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<td>Back of cab to center of front axle</td>
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<td>95</td>
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<tr>
<td>Back of cab to center of rear axle</td>
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<td>72.0 – 207.0</td>
<td>72.0 – 168.0</td>
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### WHEELS & TIRES

<table>
<thead>
<tr>
<th>WHEELS</th>
<th>PRO LOADER® F-650 Gas</th>
<th>F-650 Diesel</th>
<th>STRAIGHT FRAME F-650 Gas</th>
<th>F-650 Diesel</th>
<th>F-750 Gas</th>
<th>F-750 Diesel</th>
<th>TRACTOR F-650 Diesel</th>
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<td>19.5 x 6.75 8-lug polished aluminum²</td>
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<td>19.5 x 7.5 10-lug aluminum²</td>
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<td>22.5 x 8.25 10-lug white powder-coated steel</td>
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<td>22.5 x 8.25 10-lug polished aluminum²</td>
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¹Height measurements may vary with tire. ²Rear outer wheel only – inner wheel is steel. ³Due to industry-wide tire availability shortages, tire substitutions may be required at time of vehicle production.
### FRAMES

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<td>Pro Loader® – F-650 Gas &amp; Diesel</td>
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<td>Straight Frame – F-650 Gas &amp; Diesel</td>
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<td>Tractor – F-650/F-750 Diesel</td>
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### WEIGHT RATINGS

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<td>37,000</td>
<td>50,000</td>
<td>50,000</td>
</tr>
<tr>
<td>Maximum</td>
<td>50,000</td>
<td>50,000</td>
<td>50,000</td>
<td>50,000</td>
<td>50,000</td>
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<td>50,000</td>
<td>50,000</td>
</tr>
<tr>
<td><strong>CURB WEIGHT RANGE</strong></td>
<td>Minimum</td>
<td>8,748</td>
<td>9,407</td>
<td>9,618</td>
<td>10,278</td>
<td>9,748</td>
<td>10,408</td>
<td>11,062</td>
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<tr>
<td>Maximum</td>
<td>9,527</td>
<td>10,186</td>
<td>11,144</td>
<td>11,897</td>
<td>11,023</td>
<td>12,405</td>
<td>11,573</td>
<td>11,274</td>
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</tbody>
</table>

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6.8L GAS POWERTRAIN WARRANTY 5 Years/100,000 Miles (or 4,000 Engine Hrs.)

BODY CORROSION-PERFORATION WARRANTY 36 Months/Unlimited Mileage

BASIC WARRANTY 24 Months/Unlimited Mileage

ROADSIDE ASSISTANCE PROGRAM 24 Months/Unlimited Mileage

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