

# 2019 F-650/F-750 SUPER DUTY®

PRO LOADER® | STRAIGHT FRAME | TRACTOR





# 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<sup>1</sup> – 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

### PL 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.

### SF 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.

### T TRACTOR D

F-650 and F-750 – Heat-treated alloy steel frames. Standard air brakes with traction control and electronic stability control to help drivers in the moving and storage, regional hauling, and beverage delivery industries. Best-in-class<sup>2</sup> standard diesel horsepower and torque.

D|6.7L POWER STROKE® V8 TURBO DIESEL

G|6.8L TRITON® V10 3-VALVE GASOLINE

DESIGNED  
ENGINEERED  
MANUFACTURED  
ASSEMBLED  
WARRANTED  
SERVICED  
ALL BY FORD



POWERED BY FORD

ASSEMBLED IN AMERICA<sup>1</sup>

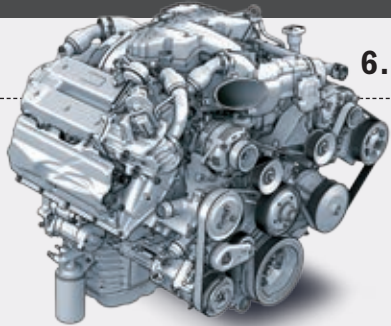
TESTED TOUGH: THOUSANDS OF MILES  
SIMULATING THE WORST CONDITIONS





# POWER UP

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. And 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

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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<sup>1</sup> lets you initiate regenerative cleaning of trapped soot in the diesel particulate filter at the time and location you choose.

STANDARD  
**675 LB.-FT. TORQUE**

**270 HORSE POWER**

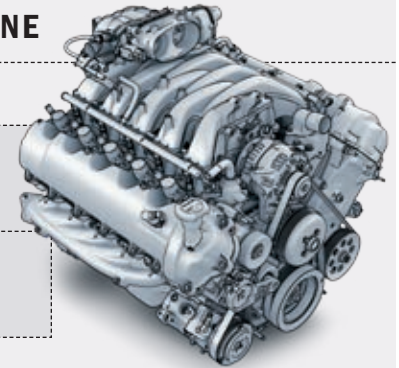
### AVAILABLE

TORQUE	HORSEPOWER
• 700 lb.-ft. @ 1,800 rpm	• 300 @ 2,500 rpm
• 725 lb.-ft. @ 1,800 rpm	• 330 @ 2,600 rpm

## 6.8L TRITON® V10 3-VALVE GASOLINE

PL  
SF

**460 LB.-FT. TORQUE**  
**320 HORSE POWER**



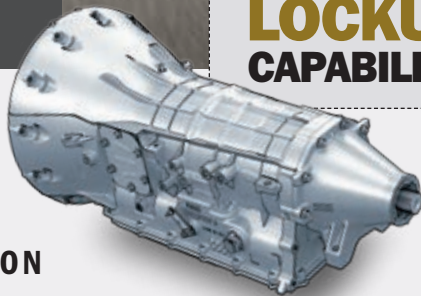
Our class-exclusive V10 gasoline engine features a single overhead camshaft design that provides an advanced level of valve control, and a coil-on-plug ignition system designed for high-mileage durability. It's also built to meet greenhouse gas (GHG) emissions standards for medium-duty vehicles and heavy-duty 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<sup>1</sup> (240-amp) is designed to ensure you have enough power for work applications with high electrical demands.

# 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.



## LOW-SPEED LOCKUP CAPABILITY



PL  
SF  
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## TORQSHIFT HD 6-SPEED AUTOMATIC TRANSMISSION

D|G

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.

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## LIVE-DRIVE POWER TAKEOFF (PTO) PROVISION

D|G



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.





PL D | G

## PRO LOADER

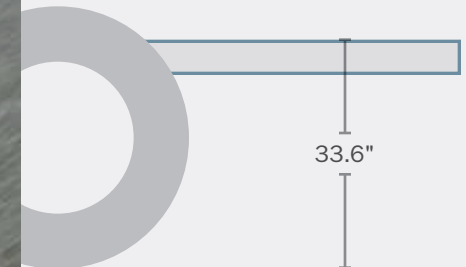
Thanks to the relatively low ground-to-top-of-frame height on its kick-up frame, F-650 Pro Loader® is well-suited to ambulance and emergency service applications that require a low and flat loadfloor with no interior encroachment. Diesel trucks equipped with the optional air brakes with traction control can also opt for electronic stability control.<sup>1</sup> Serviceable and non-serviceable 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.<sup>2</sup>

GCWRs: 37,000 – 50,000 lbs.<sup>2</sup>

Rear axle ratings up to 17,500 lbs.<sup>2</sup>

### GROUND-TO-TOP-OF-FRAME HEIGHT



● STANDARD ○ AVAILABLE

● LAMINATED, SOLAR-TINT WINDSHIELD GLASS

● AERO-TYPE HEADLAMPS WITH SIDE MARKER LAMPS AND FRONT REFLECTORS

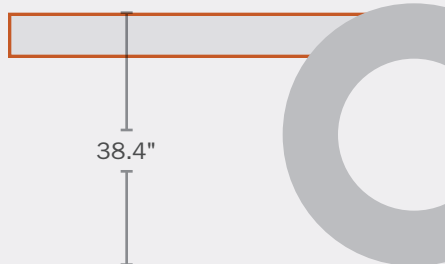
○ AMBULANCE PREP PACKAGE

## 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 control<sup>1</sup> is now available when you opt for the air brakes with traction control on Straight Frame trucks.

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

### GROUND-TO-TOP-OF-FRAME HEIGHT



● STANDARD ○ AVAILABLE

● AMBER ROOF MARKER/CLEARANCE LAMPS

○ 3" FRONT BUMPER EXTENSION LOWERS  
 CHANCE OF HOOD-TO-BUMPER CONTACT

○ BEVERAGE DELIVERY PACKAGE



# 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.<sup>1</sup> A rear air suspension<sup>1</sup> helps smooth out the roughest roads. With in-factory 5th-wheel frame-rail drilling,<sup>1</sup> 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.<sup>2</sup>

GCWR: 50,000 lbs.

Rear axle ratings up to 26,000 lbs.<sup>2</sup>



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**D**

**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<sup>1</sup> 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,<sup>1</sup> and 330 hp and 725 lb.-ft. of torque,<sup>1</sup> 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<sup>1</sup> 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<sup>3</sup> 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

● STANDARD ○ AVAILABLE



**1 34" STANDARD FRAME WIDTHS** define the chassis of every Ford F-650 and F-750. This measurement enables easy upfitting with any combination.

**2 CUSTOM FRAME-RAIL DRILLING<sup>1</sup>** precisely positions frame holes, eliminating upfitter drilling into high-strength steel. In-factory drilling maintains Ford corrosion protection. Order yours during the normal truck-ordering process at your dealer.

**3 A CLEAN CA** helps lower your cost to upfit. To achieve ours, we place the diesel exhaust fluid (DEF) tank and standard fuel tank under the cab, as opposed to farther back on the frame. This makes it easy to accommodate custom applications like tow truck, dump truck and ambulance bodies.

**4 YOUR CHOICE OF 36 CAB AND CLEAN CA COMBINATIONS** from 72" to 207." With 13 Regular Cab, 12 SuperCab and 11 Crew Cab CA options, our Built Ford Tough<sup>®</sup> medium-duty trucks are some of the most adaptable upfit vehicles on the road.



**A 2-SPEED REAR AXLE<sup>1</sup>**, rated at 21,000 lbs., lets you engage an extra gear when needed for starting and pulling power from the axle's low range. It can also provide added economy and maximum road speed from the axle's high range.

## 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<sup>1</sup> 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<sup>1</sup> 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<sup>1</sup> (65-gal. on left/50-gal. on right).

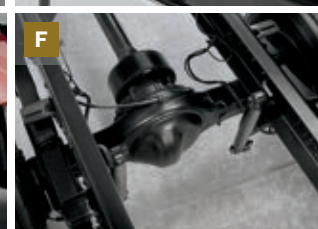
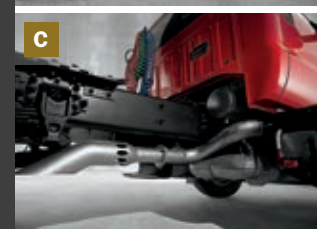
**B MOTORCRAFT<sup>®</sup> BATTERIES** run from 750 to 900 cold-cranking amps (CCA) depending on engine choice and model variations with up to 2,700 total-vehicle CCA possible. Under-cab battery box placement (adjacent to the exhaust) contributes to a clean CA.

**C EXHAUST SYSTEMS** vary from standard horizontal mufflers to under-cab vertical switchback style.<sup>1</sup>

**D A BODY-BUILDER WIRING HARNESS<sup>1</sup>** reduces the amount of wiring for upfitters to route.

**E A 750-WATT ENGINE BLOCK HEATER<sup>1</sup>** 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<sup>1</sup> lbs. Rear axle ratings vary from 13,500 to 26,000<sup>1</sup> lbs.







## CAB OPTIONS

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SF  
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REGULAR CAB



SUPERCAB



CREW CAB



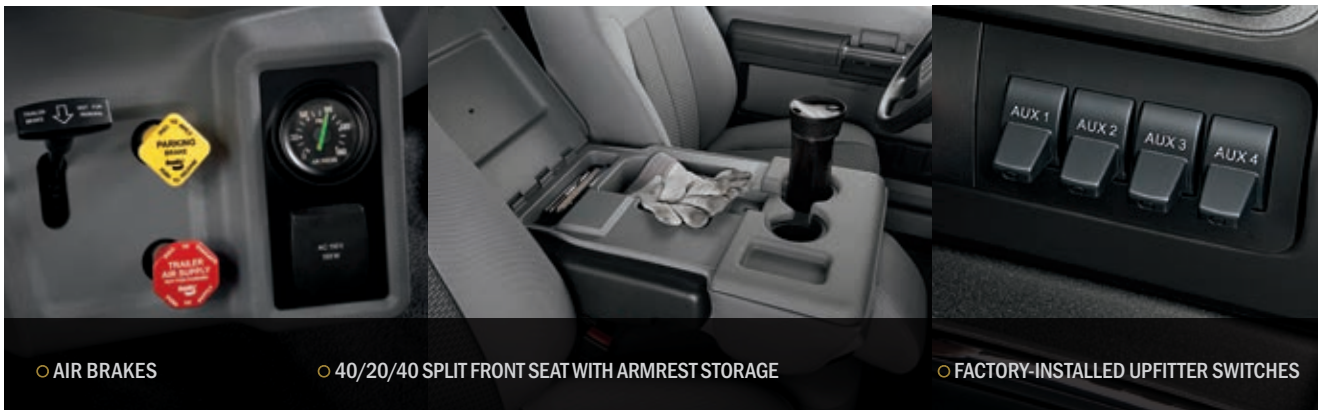
## PURPOSE-BUILT FOR YOUR CREW

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,<sup>1</sup> 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<sup>®</sup> voice-activated technology.<sup>1,2</sup> 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<sup>1,3</sup> and a USB port<sup>1</sup> 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](http://commercialsolutions.ford.com) or call (833) 811-FORD for more information.



○ AIR BRAKES

○ 40/20/40 SPLIT FRONT SEAT WITH ARMREST STORAGE

○ FACTORY-INSTALLED UPFITTER SWITCHES

● STANDARD ○ AVAILABLE

● CRUISE CONTROL WITH STEERING WHEEL-MOUNTED CONTROLS

○ INTERIOR APPEARANCE AND POWER EQUIPMENT PACKAGES

● BLACK VINYL FLOORING





## 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 key<sup>1</sup>

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

Gauge cluster with electronic speedometer (mph/kph), oil pressure, coolant temperature, DEF gauge (diesel only), fuel gauge, tachometer, indicator lights, enhanced 3-button message center with odometer, engine-hour meter, trip odometer, distance to empty for fuel, average fuel economy and warning messages

Glove box at right-hand instrument panel

Left-/right-hand front-window demisters

Manual-tilt steering column

Molded cloth headliner

Multifunction, non-canceling turn signal switch (Tractor)

Multifunction, self-canceling turn signal switch (n/a on Tractor)

Oil maintenance minder

Rear-mounted dome lamp with integral map lights (Regular Cab/Crew Cab)

Steering wheel – Black vinyl

Upfitter switches (4) located in center IP with connector access located in engine compartment; includes 10-, 15-, and two 25-amp switches (diesel)

### EXTERIOR CAB EQUIPMENT

Air/electric lines (12' coiled; Tractor)

Assist handles – B-pillars on all cabs, and C-pillars on Crew Cab<sup>1</sup>

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 assembly with torsion-bar assist (includes integrated noise shield, inner splash shields and mud flaps)

Lamps – Roof marker/clearance, amber lenses (5)

Mirrors – Black, dual rectangular, manually adjustable/folding with integrated spotter mirrors, sail-type, 96"-wide spacing

Pogo stick (Tractor)

Side repeat flashers

Square cut frame ends (Pro Loader® and Straight Frame)

Taillamps with integrated stop, turn signal, backup and license plate bracket

Tapered frame ends (Tractor)

Tow hooks (2) – Front, black, frame-mounted

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)

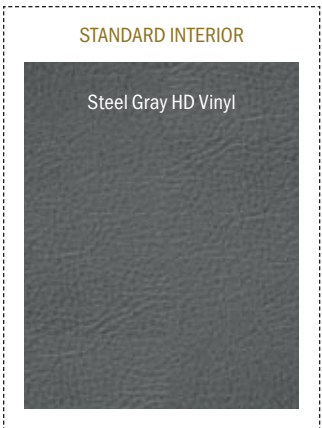
Electronic stability control<sup>1</sup> (Tractor)

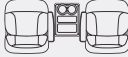




Emergency flashers – 4-way

Safety belts – Color-keyed with fixed D-rings on outboard seating positions (Regular Cab)<sup>2</sup>

Safety belts – Color-keyed with adjustable D-rings on front-outboard seating positions (SuperCab/Crew Cab)<sup>2</sup>





SEATING	SEAT SUSPENSIONS	
	DRIVER	PASSENGER
 <p><b>STANDARD FRONT</b> 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</p>	Fixed	Fixed
 <p><b>OPTIONAL FRONT</b> 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</p>	Air-ride	Fixed
	Full air-ride with air lumbar	Full air-ride
 <p>High-back bucket driver's seat and 2-passenger bench seat with integrated head restraints, manual fore/aft and recline adjustment, driver's side manual lumbar, and fold-down armrest with tray and cupholders</p>	Fixed	Fixed
	Air-ride	Fixed
 <p>High-back bucket driver's seat with integrated head restraint, manual fore/aft and recline adjustment, inboard armrest, and manual lumbar</p>	Fixed	
	Air-ride	
 <p>40/20/40 split bench seat with adjustable head restraints, manual fore/aft and recline adjustment, driver's side manual lumbar, and fold-down armrest with storage tray and cupholders</p>	Fixed	Fixed
	<b>STANDARD REAR</b>	
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)		
<b>OPTIONAL REAR</b>		
Rear-seat delete (SuperCab or Crew Cab)		

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.





## 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)<sup>1</sup>

EmGard 75W-90 synthetic lubricant

### AIR SUSPENSION - REAR (DIESEL)

Air suspension<sup>1</sup> - 12,000-lb., 19,000-lb. or 21,000-lb. capacity (F-650)

Air suspension<sup>1</sup> - 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)<sup>1</sup>

Air dryer - Bendix AD/IP® with heater mounted on left frame rail back of cab (diesel)

Air dryer - Bendix AD/IP with heater mounted outside left frame rail close to cab<sup>1</sup> (diesel; Regular Cab)

Automatic drain valve - Bendix DV-2™ with heater on diesel<sup>1</sup>

Electronic stability control (ESC)<sup>1,2</sup> (Diesel Air Brake)

Hydraulic brake system - Bosch® Hydro-Max® with traction control (n/a on Tractor)

### TRAILER CONNECTIONS

4-wheel trailer Air Brake Package (includes air lines to rear of frame, hand control valve and tractor protection valve; diesel only; n/a on Tractor)<sup>1</sup>

#### 7-WAY TRAILER CONNECTION SOCKET

Mounted at rear of frame, for combined trailer stop/tail/turn/marker lamp circuits (n/a on Tractor)<sup>1</sup>

Mounted at rear of frame, for separate trailer stop/tail/turn/marker lamp circuits (n/a on Tractor)<sup>1</sup>

Mounted at rear of frame, wired for turn signals combined with stop (compatible with trailers that use combined stop/tail/turn lamps; diesel only; n/a on Tractor)<sup>1</sup>

Mounted at rear of frame, wired for turn signals independent to stop (compatible with trailers that have amber or side turn lamps with independent stop/turn; diesel only; n/a on Tractor)<sup>1</sup>

### 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)

### 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<sup>1</sup>

Taillamps delete (does not omit cable to end of frame; n/a on Tractor)<sup>1</sup>

#### ALTERNATORS

220-amp, 12V (diesel)

Dual heavy-duty, 357-amp total, 12V (diesel)

Extra-heavy-duty 240-amp, 12V (gas)<sup>1</sup>

#### BATTERIES

900 CCA, 12V Motorcraft® (2 for a total of 1,800 CCA)

900 CCA, 12V Motorcraft (3 for a total of 2,700 CCA; diesel)

Temporary mount at back of cab (dual 900 CCA or triple 900 CCA only, includes 10' of additional cable; diesel; n/a on Tractor)

### INTERIOR CAB EQUIPMENT

SYNC® voice-activated, in-vehicle connectivity system (includes USB port and steering wheel-mounted SYNC controls)<sup>1</sup>

Premium AM/FM stereo/single-CD player with MP3 capability, auxiliary audio input jack, steering wheel-mounted audio controls, clock and 4 speakers

110V/150W AC power outlet

Air conditioning delete; fresh air heater and defroster only<sup>1</sup>

Anti-theft system

Telematics modem - Vehicle connectivity system<sup>3</sup>

Keypad-alike keys<sup>1</sup>

Rearview mirror

Remote Keyless Entry System with 2 key fobs<sup>1</sup>

Upfitter switches (4) located in center IP with connector access located in engine compartment; includes 10-, 15-, and two 25-amp switches (gas)

Voltmeter (located in message center)

## 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<sup>1</sup> (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<sup>1</sup>

#### FRAME

5th-wheel frame-rail drilling (Tractor)

Frame-rail drilling to support special fuel tanks for Roush CNG/LPG gaseous prep conversion<sup>2</sup> (Straight Frame gas)

Frame reinforcement (F-750 only; n/a on Tractor)<sup>1</sup>

Integral front frame extension – 20" in front of grille<sup>1</sup>

#### 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 and heated with integrated spotter mirrors, sail-type, 96"-wide spacing<sup>1</sup>

Black, dual rectangular, power-adjustable/manually folding and heated with integrated spotter mirrors, sail-type, 96"-wide spacing<sup>1</sup>

Chrome caps, dual rectangular, manually adjustable/folding with integrated spotter mirrors, sail-type, 96"-wide spacing

Chrome caps, dual rectangular, manually adjustable/folding and heated with integrated spotter mirrors, sail-type, 96"-wide spacing<sup>1</sup>

Chrome caps, dual rectangular, power-adjustable/manually folding and heated with integrated spotter mirrors, sail-type, 96"-wide spacing<sup>1</sup>

Black, dual rectangular, manually adjustable/folding with integrated spotter mirrors, sail-type, 102"-wide spacing

Black, dual rectangular, manually adjustable/folding and heated with integrated spotter mirrors, sail-type, 102"-wide spacing<sup>1</sup>

Black, dual rectangular, power-adjustable/manually folding and heated with integrated spotter mirrors, sail-type, 102"-wide spacing<sup>1</sup>

Chrome caps, dual rectangular, manually adjustable/folding with integrated spotter mirrors, sail-type, 102"-wide spacing

Chrome caps, dual rectangular, manually adjustable/folding and heated with integrated spotter mirrors, sail-type, 102"-wide spacing<sup>1</sup>

Chrome caps, dual rectangular, power-adjustable/manually folding and heated with integrated spotter mirrors, sail-type, 102"-wide spacing<sup>1</sup>

Front fender-mounted mirrors – Driver and passenger side<sup>2</sup>

Front fender-mounted mirrors – Passenger side only<sup>2</sup>

PowerScope® 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<sup>1</sup>

#### MUD FLAPS

Mud flaps – Rear<sup>1</sup>

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:**<sup>1</sup> 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)





## DIMENSIONS

(in.)	Regular Cab	SuperCab	Crew Cab
Overall height (at curb) <sup>1</sup>	90.2 – 94.4	90.4 – 94.7	90.9 – 95.1
Width at front fenders	95.5	95.5	95.5
Frame rail width	34.0	34.0	34.0
Front bumper to back of cab	114.4	135.4	149.9
Load floor height (at curb)	33.6 – 38.5	33.6 – 38.5	33.6 – 38.5
Front bumper to center of front axle	40.4	40.4	40.4
Wheelbase	146.0 – 281.0	167.0 – 281.0	182.0 – 278.0
Center of rear axle to end of frame	39.0 – 120.0	39.0 – 120.0	39.0 – 100.0
Back of cab to center of front axle	74.0	95	109.5
Back of cab to center of rear axle	72.0 – 207.0	72.0 – 207.0	72.0 – 168.0

## WHEELS & TIRES

	PRO LOADER®		STRAIGHT FRAME		F-750		TRACTOR	
	F-650 Gas	F-650 Diesel	F-650 Gas	F-650 Diesel	F-750 Gas	F-750 Diesel	F-650 Diesel	F-750 Diesel
<b>WHEELS (in.)</b>								
19.5 x 6.75 8-lug white powder-coated steel	S	S	0	0	–	–	–	–
19.5 x 6.75 8-lug polished aluminum <sup>2</sup>	0	0	0	0	–	–	–	–
19.5 x 7.5 10-lug white powder-coated steel	–	0	–	0	–	–	–	–
19.5 x 7.5 10-lug aluminum <sup>2</sup>	–	0	–	0	–	–	–	–
22.5 x 8.25 10-lug white powder-coated steel	–	–	S	S	S	S	S	S
22.5 x 8.25 10-lug polished aluminum <sup>2</sup>	–	–	–	0	0	0	0	0
22.5 x 8.25 10-lug black	–	–	0	0	0	0	0	0
<b>TIRES<sup>3</sup></b>								
245/70R19.5G	S	S	0	0	–	–	–	–
245/70R19.5H	0	0	0	0	–	–	–	–
265/70R19.5G	0	0	0	0	–	–	–	–
11R22.5G	–	–	S	S	S	S	S	S
11R22.5H	–	–	–	0	0	0	0	0
255/70R22.5H	–	–	0	0	0	0	0	0
275/80R22.5G	–	–	0	0	0	0	0	0
275/80R22.5H	–	–	0	0	0	0	0	0
295/75R22.5H	–	–	0	0	0	0	0	0
295/80R22.5H	–	–	–	–	0	0	–	0



White Powder-Coated Steel



Polished Aluminum



Black

S = STANDARD 0 = OPTIONAL

## WHEELBASE/CAB-TO-AXLE OPTIONS

(in.)	PRO LOADER F-650 Gas & Diesel	STRAIGHT FRAME F-650 Gas & Diesel	F-750 Gas & Diesel	TRACTOR F-650/F-750 Diesel
Regular Cab	158/84	158/84	158/84	146/72
	182/108	176/102	176/102	158/84
	194/120	182/108	182/108	
	218/144	194/120	194/120	
	242/168	200/126	200/126	
		212/138	212/138	
		218/144	218/144	
		224/150	224/150	
		230/156	230/156	
		242/168	242/168	
SuperCab	179/84	179/84	179/84	167/72
	203/108	197/102	197/102	179/84
	239/144	203/108	203/108	
		215/120	215/120	
		221/126	221/126	
		233/138	233/138	
		239/144	239/144	
		245/150	245/150	
		251/156	251/156	
		263/168	263/168	
Crew Cab	194/84	182/72	182/72	182/72
	218/108	194/84	194/84	
	254/144	212/102	212/102	
		218/108	218/108	
		230/120	230/120	
		236/126	236/126	
		248/136	248/136	
		254/144	254/144	
		260/150	260/150	
		266/156	266/156	
	278/168			

## FRAMES

FRAME ORDER CODE	533	534	535	536	537	538	539	41R
<b>AVAILABILITY</b>								
Pro Loader® – F-650 Gas & Diesel	–	–	–	–	S	–	–	–
Straight Frame – F-650 Gas & Diesel	0	S	0	0	–	0	–	–
Straight Frame – F-750 Gas & Diesel	–	–	S	0	–	0	0	0
Tractor – F-650/F-750 Diesel	–	–	–	S	–	–	–	–
<b>SPECIFICATIONS</b>								
Depth (in.)	9.125	10.125	10.250	10.125	9.125	10.250	10.375	10.813
Width (in.)	3.062	3.062	3.092	3.580	3.062	3.610	3.705	3.892
Thickness (in.)	0.312	0.312	0.375	0.312	0.312	0.375	0.438	0.312
Yield (psi)	80,000	50,000	80,000	120,000	80,000	120,000	120,000	120,000
Maximum section modulus (cu. in.)	10.75	12.64	15.14	14.18	10.75	16.98	20.11	29.84
Maximum resisting bending moment (in.-lbs.)	860,000	632,000	1,211,000	1,701,600	860,000	2,037,600	2,413,200	3,580,800

## WEIGHT RATINGS

(lbs.)	PRO LOADER		STRAIGHT FRAME				TRACTOR	
	F-650 Gas	F-650 Diesel	F-650 Gas	F-650 Diesel	F-750 Gas	F-750 Diesel	F-650 Diesel	F-750 Diesel
<b>AXLES</b>								
Front axle rating	8,500 (S)	8,500 (S)	8,500 (S) 10,000 (O)	8,500 (S) 10,000 (O)	10,000 (S) 12,000 (O)	10,000 (S) 12,000 (O) 14,000 (O)	10,000 (S)	10,000 (S) 12,000 (O) 14,000 (O)
Rear axle rating – Single-speed	13,500 (S) 17,500 (O)	13,500 (S) 17,500 (O)	17,500 (S) 19,000 (O)	17,500 (S) 19,000 (O)	21,000 (S)	21,000 (S) 23,000 (O) 26,000 (O)	17,500 (S) 19,000 (O)	21,000 (S) 23,000 (O) 26,000 (O)
Rear axle rating – 2-speed						21,000 (O)		21,000 (O)
<b>SUSPENSIONS</b>								
Front spring rating	8,500 (S) 10,000 (O)	8,500 (S)	8,500 (S) 10,000 (O) 12,000 (O)	8,500 (S) 10,000 (O) 12,000 (O)	10,000 (S) 12,000 (O) 13,200 (O)	10,000 (S) 12,000 (O) 13,200 (O) 14,000 (O)	10,000 (S) 12,000 (O)	10,000 (S) 12,000 (O) 13,200 (O) 14,000 (O)
Rear multi-leaf spring rating	15,500 (S) 19,000 (O)	15,500 (S) 19,000 (O)	19,000 (S) 21,000 (O)	19,000 (S) 21,000 (O)	21,000 (S) 23,000 (O)	21,000 (S) 23,000 (O) 31,000 (O)	19,000 (S) 21,000 (O)	21,000 (S) 23,000 (O) 31,000 (O)
Rear air-suspension rating		12,000 (O) 19,000 (O)		19,000 (O) 21,000 (O)		21,000 (O) 23,000 (O)	19,000 (O) 21,000 (O)	21,000 (O) 23,000 (O)
<b>GVWR RANGE</b>								
Minimum	22,000	20,500	26,000	26,000	31,000	31,000	27,500	31,000
Maximum	26,000	26,000	29,000	29,000	33,000	37,000	29,000	37,000
<b>GCWR</b>	37,000	50,000	37,000	50,000	37,000	50,000	50,000	50,000
<b>CURB WEIGHT RANGE</b>								
Minimum	8,748	9,407	9,618	10,278	9,748	10,408	11,062	11,274
Maximum	9,527	10,186	11,144	11,897	11,023	12,405	11,573	11,785







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