F-650/F-750
The Solution for Your Application

+ DIESEL- AND GASOLINE-POWERED CAPABILITY

FORD MEDIUM-DUTY TRUCKS: ASSEMBLED IN THE USA

Vehicles shown with available and aftermarket equipment.
<table>
<thead>
<tr>
<th>Model</th>
<th>Front Axle Rating (lbs.)</th>
<th>Rear Axle Rating (lbs.)</th>
<th>Rear Multi-Leaf Springs Rating (lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-650 Pro Loader gas</td>
<td>8,500-10,000</td>
<td>15,500-19,000</td>
<td></td>
</tr>
<tr>
<td>F-650 Pro Loader diesel</td>
<td>8,500-10,000</td>
<td>15,500-19,000</td>
<td></td>
</tr>
<tr>
<td>F-650 gas</td>
<td>8,500-10,000</td>
<td>15,500-19,000</td>
<td></td>
</tr>
<tr>
<td>F-650 diesel</td>
<td>8,500-10,000</td>
<td>15,500-19,000</td>
<td></td>
</tr>
<tr>
<td>F-650 Tractor</td>
<td>8,500-10,000</td>
<td>15,500-19,000</td>
<td></td>
</tr>
<tr>
<td>F-750 gas</td>
<td>8,500-10,000</td>
<td>15,500-19,000</td>
<td>15,500-21,000-23,000-26,000</td>
</tr>
<tr>
<td>F-750 diesel</td>
<td>8,500-10,000</td>
<td>15,500-19,000</td>
<td>15,500-21,000-23,000-26,000</td>
</tr>
<tr>
<td>F-750 Tractor</td>
<td>8,500-10,000</td>
<td>15,500-19,000</td>
<td>15,500-21,000-23,000-26,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>15,500-21,000-23,000-26,000</td>
</tr>
</tbody>
</table>
part of a collective bargaining agreement Ford and the United Auto Workers (UAW) negotiated in 2011. The plant has approximately 1,400 hourly and 130 salaried employees.

In addition to those employed directly, the Ford Ohio Assembly Plant benefits approximately 680 production and non-production suppliers that the plant does business with.

Opening its doors in 1974, the Ford Ohio Assembly Plant covers 3.7 million square feet on a 419-acre property. The assembly line spans approximately 19 conveyor miles. In total, the Ford Ohio Assembly Plant uses 420 robots as part of the production process, including the 38 installed that specifically accommodate the production of the F-650/F-750 models.

The Ford Ohio Assembly Plant has demonstrated its value as a good corporate citizen to the residents of Avon Lake and the surrounding communities. For example, the Ohio Assembly Plant received Ford’s Community Outreach Environmental Leadership Award for a unique contest for grade school students that challenged them to design labels for recycling containers at the plant.

In 2015, Ford brought production of its medium-duty F-650/F-750 models back to the U.S. from Mexico. To accomplish this, the automaker invested $168 million in its Ford Ohio Assembly Plant in Avon Lake, Ohio, where it also produces its Super Duty Chassis Cab, E-Series Cutaway, and E-Series Stripped Chassis models. Ford shut down its full van and club wagons production in June 2014 to make room for the medium-duty truck production. Production of the E-Series’ replacement, the Transit, was moved to another U.S.-based plant, Ford’s Kansas City Assembly Plant in Claycomo, Mo.

The move gives Ford’s fleet customers the benefits of a U.S.-assembled product, including shorter order-to-delivery times, a more efficient delivery and/or ship-thru process, and more choices if the fleet is required to purchase U.S.-produced vehicles.

As part of the $168-million investment, Ford installed 38 painting robots, refurbished one of the enamel spray booths and oven, and consolidated the paint and recirculating systems to minimize paint waste. Other changes to tooling were also made to transition to medium-duty production. The Ohio Assembly Plant produces Ford F-650/F-750 models on a daily two-shift production schedule.

The production shift from Mexico was part of a collective bargaining agreement Ford and the United Auto Workers (UAW) negotiated in 2011.

The production shift from Mexico was part of a collective bargaining agreement Ford and the United Auto Workers (UAW) negotiated in 2011.
The national vegetation management company relies on Ford F-Series models. The trucks offer rugged, easily customizable options and make up the largest portion of the fleet.

For Wright Tree Service Fleet Manager Kevin Fitzpatrick, the choice is not whether to buy Ford but which Ford he needs for the job at hand. Operating in 43 states across the U.S., the overwhelming majority of Wright Tree Service’s 2,000-truck fleet is comprised of Ford vehicles.

“We have everything from F-150 up to F-750 models, which are the largest part of our fleet,” Fitzpatrick said. “Last I looked, we have 90% Ford products. With Ford, we can make sure we plug into the right power plant, the right cab, and the right axle. Ford gives you all these choices under one roof, and we can get a truck that will pretty much do anything. On top of that, they’re made very well, and they’re extremely rugged.”

The nationwide employee-owned vegetation management company, Wright Tree Service, requires its fleet to be durable, because it supplies storm restoration and work planning services to gas and electric companies. These companies need their transmission and distribution lines clear of trees, brush, and other vegetation.

FLEXIBILITY OF FUEL TYPES
Ford offers both a gasoline and a diesel power plant, so it gives the company the flexibility to choose the engine best-suited to their requirements. Another benefit of the F-650/F-750 models is the availability of three horsepower ranges in the 6.7L Power Stroke Turbo Diesel V-8 engine: 270 hp/675 lb.-ft. of torque, 300 hp/700 lb.-ft. of torque, and 330 hp/725 lb.-ft. of torque.

The fleet has a mix of diesel and gasoline equipped trucks, though diesel is more common. Also in the fleet is the 6.8L Triton V-10 Gas Engine. Wright has been acquiring these trucks with the available CNG/propane-autogas gaseous prep package with the assumption that they may look into alternative fuels down the line.

CONVENIENCE AND QUALITY
“Throughout the years, the Ford cab chassis has been a consistent winner for us,” Fitzpatrick said. “More recently, I think the 6.7L diesel has been an excellent, excellent engine. It has received very positive reviews from everyone in our industry and our own people. It’s good enough that after driving our trucks, our employees go and buy a Ford truck for their personal use.”

Convenience and quality don’t have to come at high cost, Fitzpatrick added, since Ford products have an outstanding total cost of ownership, both at the time of initial purchase and through the truck’s lifetime.

The cost-effectiveness continues on past Wright Tree Service’s ownership, seeing a good return on investment when the company disposes of the vehicle. The company typically runs its Ford trucks for an average of 10 years or more on the medium-duty models. This is especially attractive for the company’s employees. As employee owners, they want to see the company make good financial investments so they can see the return in the company stock price each year.

“We definitely look for a value at retirement, and I’m responsible for bringing in revenue from selling our trucks,” Fitzpatrick said. “The value of the truck and how they hold up is definitely monitored, and the Ford trucks have consistently given us a really good value over the course of their lifetimes.”
B. P. Lesky Distributing Company needs vehicles that can handle both difficult terrain and weather — and get the job done.

The region-specific difficulties make dependable vehicles a necessity. They need to be able to haul trailers carrying cases of beer.

“The Ford F-750s have been a good product for us,” Lesky added. “They just fit in with our operation.”

Because of the low mileage and the high level of service the B. P. Lesky Distributing receives from its local Ford dealer, Lesky expects to be able to run his F-750 models for at least 10 years.

“The local Ford distributor has a great service program — they pick up our vehicles when they need to come in for service or get the oil changed,” he said. “They really do service us to death.”

B. P. Lesky Distributing Company was able to leverage the Ford Fleet discount available to one of Lesky’s clients who is a Ford customer to reap savings on the front end when purchasing the vehicles. “Since the discount was nationwide, for all beer distributors in the country, the sheer volume of discounting afforded us better prices,” he said.

The driver operating the F-750 said it offers a quiet, comfortable ride and is comparable in handling to the light-duty F-150 that is his personal vehicle. “He swears it drives just like his pickup,” Lesky added.

The next time he buys another vehicle for the fleet, Lesky said it will definitely be a Ford. “I feel safe in Ford vehicles. From the quality of product offered to the flexibility in buying to the fleet discount, it was just a win-win,” he said.

Lesky describes his own family as a “Ford Family” with use of Ford products extending to their private lives. Lesky personally purchased a Platinum F-150 as his personal vehicle, and his son, Matthew Lesky, who is president of the company, and who has large young family drives a Ford Expedition.
Properly spec’ing a truck will allow the fleet to meet its operational goals and benefit the bottom line of the company it serves.

Selecting the right truck specs for the right application may seem obvious. But as the world of commercial truck offerings continues to change, expand, and be refined, there are many considerations in spec details. From exact model, cab type and bed length to GVWR requirements and optional features, this can all make the spec’ing process increasingly complex.

Here’s an overview of how to approach the truck spec’ing process:

1) **UNDERSTAND THE APPLICATION**
   You might understand the intended use of the fleet’s trucks, but do you really know the real-world operating conditions, individual driver use, day-to-day load weight, towing needs, etc.? With the various technologies available today, such as telematics and GPS tracking, it’s getting much easier for fleets to get a clearer picture of how their vehicles are really being used.

   But old-fashioned communication can also be a powerful tool to get the pulse of the fleet. Talk to your drivers and your in-house technicians or third-party maintenance provider to map out your current trucks. For example, what are common maintenance problems? Do your trucks have sufficient tool storage? Are drivers having a hard time getting in and out of the truck or accessing the bed?

2) **DON’T OVER- OR UNDER-SPEC**
   While talking to drivers is key to building the right truck, keep in mind that some features are subjective. For example, your driver might say he needs “more power.” Do the math in terms of gross vehicle weight and payload, type of drive cycle and road conditions, and what powertrain is really going to be best suited for the job.

   Over-spec’ing a truck can dramatically increase the up-front capital cost with features you don’t really need. On the opposite end, under-spec’ing could increase maintenance costs, and accelerate wear and tear. Sitting down with your dealer or fleet management company will help you decipher which exact powertrain combination will be best for the fleet. For example, with Ford Commercial Vehicles, you might have some jobs suitable for the Super Duty models, while others may need more cargo or towing capacity, moving your spec needs up into the F-650/F-750 models.

3) **THE ADDED FEATURES**
   A range of new technologies are hitting the commercial vehicle market. Backup cameras, crash avoidance systems, and more driver comfort features are making their way from the luxury market to the commercial side. While many fleets try to keep these added features to a minimum to reduce the purchase cost, there are some features fleets may want to consider that can help with safe driving habits, such as backup cameras. Or, these could be features that help increase efficiencies on the job, such as specialized storage boxes. Other options give fleets future flexibility. Adding a CNG/Propane or PTO prep package may be options to be considered.

4) **TOTAL COST OF OWNERSHIP**
   Total cost of ownership covers a range of aspects of vehicle purchasing no matter the make or model. Depreciation, fees and taxes, financing, insurance, fuel, maintenance, repairs, and resale (e.g., equipping the truck with a diesel vs. gasoline engine) are all factors that need to be thoroughly considered when spec’ing a truck model.
FORD OFFERS DIESEL AND GASOLINE POWER OPTIONS

The Ford 6.7L Power Stroke Turbo Diesel V-8 gives fleets and commercial customers three power rating options. The class-exclusive Triton 6.8L V-10 gas gives fleets superior gasoline performance. The TorqShift HD transmission adds tow/haul mode.

Every fleet and commercial operation is unique, and it is imperative to have the right tools to fit these business applications. Ford has answered this need with its 6.7L Power Stroke Turbo Diesel V-8. Available in Ford Super Duty F-650/F-750 models, the 6.7L diesel is available in three power ratings.

Particularly attractive for high-mileage fleets and fleets that run their trucks longer than three years is the Power Stroke’s 5-year/250,000-mile limited warranty. For fleets that don’t want or need a diesel engine, Ford offers a class-exclusive 6.8L gasoline-powered V-10 engine, which is available for both the 2017 F-650 and F-750 models.

The V-10 gasoline engine is also available with a CNG/Propane Gaseous Engine Prep Package for conversion to compressed natural gas (CNG) or propane autogas.

6.7L POWER STROKE TURBO DIESEL V-8 HIGHLIGHTS
• Three power ratings: 270 hp/675 lb.-ft. of torque, 300 hp/700 lb.-ft. of torque, and 330 hp/725 lb.-ft. of torque.
• Driver-activated engine-exhaust braking function, resulting in reduced brake wear while going downhill.
• Turbocharger located between the cylinder heads and the top of the block.
• Exhaust manifold positioned inboard and close to the turbocharger for faster air displacement and more power.
• Composite graphite engine block that’s lighter yet stronger than cast iron.
• High-pressure common-rail fuel-injection system.
• Available operator-commanded regeneration for manual burning of soot from the diesel particulate filter.
• 5-year/250,000-mile limited warranty.

6.8L TRITON V-10 GASOLINE HIGHLIGHTS
• Power ratings of 320 hp and 460 lb.-ft. of torque.
• Stationary and mobile PTO provision available with the Ford TorqShift HD 6-speed automatic.
• CNG/Propane Gaseous Engine Prep package available for emissions-conscious conversion to compressed natural gas (CNG) or propane autogas.

TORQSHIFT HD 6-SPEED AUTOMATIC TRANSMISSION HIGHLIGHTS
• Available live-drive power takeoff (PTO) provision features output gear linked directly to the diesel engine crankshaft for 300 lb.-ft. of stationary torque and 200 lb.-ft. mobile torque.
• Stationary and mobile mode with the gasoline engine delivers 250 lb.-ft. of stationary torque and 125 lb.-ft. of mobile torque.
• Equipped with a 3-plate, 2-stage torque converter.
• High-capacity, high-efficiency dual-media fluid filter can extend fluid change interval to 150,000 miles.
• SelectShift feature with two driver-initiated modes: Progressive Range Select and Full Manual Mode.
• Selectable tow/haul mode compensates for grade and load, and reduces gear hunting.
• Engine braking and selective gearing.

1 See your dealership for limited warranty details.
2 Class is Class 6 and 7 Conventional Chassis Cabs based on Ford segmentation.
The Ford F-650/F-750 lets you build your fleet, your way.

Choose the class-exclusive gasoline engine,* offered with an optional CNG/Propane Prep Package.** Or opt for one of three diesel engine outputs, all of them B20 biodiesel capable.

Select tractor, Pro Loader* or straight-frame configurations in a variety of lengths, plus your choice of Regular Cab, SuperCab or Crew Cab. No matter what you choose, one thing is clear: Ford means business.

*Class is Class 6 and 7 Conventional Chassis Cabs based on Ford segmentation.
**Vehicle will be equipped with the standard factory fuel system. This package does not include compressed natural gas/propane fuel tanks and lines, etc. See your dealer for details.
The new Ford Tractor models can provide fleets the widest range of capabilities available on a Class 6-7 truck. The F-650/F-750 Tractor has a GCWR of 50,000 pounds.

Ford's new F-650/F-750 Tractor models have added a new level of flexibility to Ford's medium-duty capabilities. Ideal for vocational applications such as beverage delivery, moving and storage, and short haul, the F-650/F-750 Tractor models are capable of being paired with a trailer of variable sizes to suit the particular job at hand — large or small.

The F-650 model is available with a GVWR range of 27,500 to 29,000 pounds, and the F-750 has a GVWR range of 30,280 to 37,000 pounds, giving it Class 8 capabilities.

As with the other F-650/F-750 offerings, the Tractor models are equipped with the Ford-built 6.7L Power Stroke Turbo Diesel V-8. Adding to the flexibility of the Tractor models, the turbo diesel is offered in three power ratings: 270 hp/675 lb.-ft. of torque, 300 hp/700 lb.-ft. of torque, and 330 hp/725 lb.-ft. of torque. The turbo diesel is paired with the Ford-built TorqShift HD 6-speed automatic transmission, the only transmission the Tractor model needs to deliver power and capability. This versatile powertrain gives fleets and commercial customers the ability to spec the exact vehicle for the needs of their operations.

As with all of Ford’s medium-duty lineup, the F-650/F-750 Tractor models are assembled in Ohio, giving fleets and commercial customers a made-in-America option for a Class 6 to 8 Tractor.

F-650/F-750 TRACTOR AT A GLANCE
- F-650 Tractor has a GVWR range of 27,500 to 29,000 pounds and a GCWR of 50,000 pounds.
- F-750 Tractor has a GVWR range of 30,280 to 37,000 pounds and a GCWR of 50,000 pounds.
- Diesel-only powertrain: Ford-built Power Stroke Turbo Diesel V-8.
- Paired with a Ford-built TorqShift HD 6-speed automatic transmission.
F-650/F-750 MODELS OFFER A RANGE OF SOLUTIONS

The Ford medium-duty lineup takes an individualized approach to fleet and commercial operations, providing an answer for every application.

Ford knows that fleet and commercial operations need more than a one-size-fits-all medium-duty solution. That’s why its F-650/F-750 lineup is designed to meet the demands of a wide range of vocational applications, from landscaping to delivery, using straight frames, pro loaders, or Tractors.

Available options to choose from include Pro Loader and straight frame models, three cab styles, a GVWR ranging from 20,500 to 37,000 pounds, and a choice of either the available 6.7L Power Stroke Turbo Diesel V-8 — with a choice of three power levels — or the available 6.8L Triton V-10 gasoline engine matched to the TorqShift HD 6-speed automatic transmission.

The Ford F-650/F-750 medium-duty line up was put through thousands of miles of severe testing both on and off the road on tough terrain and in heavy weather to develop a durable product that can meet the day-to-day demands of any application.

POWER & HANDLING
- Available 6.7L Power Stroke Turbo Diesel V-8 with a choice of three power levels.
- Available 6.8L Triton V-10 gasoline engine.
- TorqShift HD 6-speed automatic transmission.

EXTERIOR
- F-650 Pro Loader model has 33.6-inch chassis height* and standard 19.5-inch wheels; GVWR ranges from 20,500 to 26,000 pounds, and is excellent for appliance delivery, moving and storage, and landscaping.
- F-650 straight frame model has 39.4-inch chassis height* and 22.5-inch wheels; GVWR ranges from 25,600 to 29,000 pounds.
- F-750 straight frame model has a GVWR range of 30,280 to 33,000 pounds (gasoline engine) and up to 37,000 pounds (diesel engine).
- Three cab choices: two-door Regular Cab, four-door SuperCab, and four-door Crew Cab.

UPFITTING
- Frame accepts vocational bodies with few or no modifications required.
- Clean cab to axle chassis for most configurations.
- Fuel tanks, wiring harnesses, and diesel exhaust fluid reservoirs located under the cab instead of behind it on the frame.
- Four available factory-installed upfitter switches with fuses and relays for aftermarket accessories (e.g., winches, lights, strobes, or PTO).

INTERIOR & COMFORT
- Standard two-passenger front seat, featuring 30% driver bucket and 30% passenger seating.
- SuperCab: 60/40 flip-up cushion rear bench seat.
- Crew Cab: 60/40 flip-up cushion/fold-down backrest rear bench.
- 17.5-inch diameter steering wheel.
- Available rapid-heat supplemental cab heater (diesel).

CONVENIENCE & ENTERTAINMENT
- Intelligent Oil-Life Monitor (diesel).
- Available Ford Telematics powered by Telogis**.
- Ford SYNC available.

*Ground to top of frame, unloaded.
**Ford Licensed Accessory
**F-650/F-750 MODELS BY THE NUMBERS**

The Ford medium-duty truck lineup is designed to fit any application.

### ENGINE

**6.7L Power Stroke® V-8 diesel engine**

- **Horsepower** 270
- **Torque** 675 lb.-ft.

**6.8L Triton® V-10 3-Valve Gasoline**

- **Horsepower** 320
- **Torque** 460 lb.-ft.

### TRANSMISSION

TorqShift® HD 6-Speed Automatic with Double Overdrive

Live-Drive PTO Output:

- **Diesel**
  - Stationary: 300 lb.-ft./Mobile: 200 lb.-ft.
- **Gas**
  - Stationary: 250 lb.-ft./Mobile: 125 lb.-ft.

### AXLES

#### F-650/F-750

<table>
<thead>
<tr>
<th>Model</th>
<th>Front Axle Rating (lbs.)</th>
<th>Rear Axle Rating (lbs.) – Single-Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-650 Pro Loader gas</td>
<td>8,500</td>
<td>13,500</td>
</tr>
<tr>
<td>F-650 Pro Loader diesel</td>
<td>10,000</td>
<td>17,500</td>
</tr>
<tr>
<td>F-650 gas</td>
<td>12,000</td>
<td>19,000</td>
</tr>
<tr>
<td>F-650 diesel</td>
<td>14,000</td>
<td>21,000</td>
</tr>
<tr>
<td>F-650 Tractor</td>
<td></td>
<td>23,000</td>
</tr>
<tr>
<td>F-750 gas</td>
<td></td>
<td>26,000</td>
</tr>
<tr>
<td>F-750 diesel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F-750 Tractor</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### WEIGHT RATING & WHEELBASE/CAB-TO-AXLE-RANGES

<table>
<thead>
<tr>
<th>Model</th>
<th>GVWR (lbs.)</th>
<th>GCWR (lbs.)</th>
<th>Curb Weight (lbs.)</th>
<th>Wheelbase/Cab-to-Axle Range (in.)</th>
<th>Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-650 Pro Loader gas</td>
<td>22,000 – 26,000</td>
<td>37,000</td>
<td>8,748 – 9,527</td>
<td>158/84 – 242/168, 179/84 – 239/144</td>
<td>Regular Cab</td>
</tr>
<tr>
<td>F-650 Pro Loader diesel</td>
<td>20,500 – 26,000</td>
<td>50,000</td>
<td>9,407 – 11,628</td>
<td>158/84 – 242/168, 179/84 – 239/144</td>
<td>SuperCab</td>
</tr>
<tr>
<td>F-650 gas</td>
<td>25,600 – 29,000</td>
<td>37,000</td>
<td>9,618 – 10,533</td>
<td>158/84 – 260/186, 179/84 – 263/168</td>
<td>Crew Cab</td>
</tr>
<tr>
<td>F-650 diesel</td>
<td>25,600 – 29,000</td>
<td>50,000</td>
<td>10,278 – 11,947</td>
<td>158/84 – 260/186, 179/84 – 263/168</td>
<td>Regular Cab</td>
</tr>
<tr>
<td>F-650 Tractor</td>
<td>27,500 – 29,000</td>
<td>50,000</td>
<td>11,062 – 11,573</td>
<td>167/72 – 179/84</td>
<td>SuperCab</td>
</tr>
<tr>
<td>F-750 gas</td>
<td>30,200 – 33,000</td>
<td>37,000</td>
<td>9,748 – 10,672</td>
<td>158/84 – 281/207, 179/84 – 281/186</td>
<td>Crew Cab</td>
</tr>
<tr>
<td>F-750 diesel</td>
<td>30,200 – 37,000</td>
<td>50,000</td>
<td>10,408 – 12,166</td>
<td>158/84 – 281/207, 179/84 – 281/186</td>
<td>Regular Cab</td>
</tr>
<tr>
<td>F-750 Tractor</td>
<td>30,200 – 37,000</td>
<td>50,000</td>
<td>11,274 – 11,785</td>
<td>167/72 – 179/84</td>
<td>SuperCab</td>
</tr>
</tbody>
</table>

### DIMENSIONS^1

- **Regular Cab (in.)**
  - Overall height (at curb): 89.6 – 94.7
  - Width at front fenders: 95.5
  - Frame rail width: 34.0
  - Front bumper to back of cab: 114.4
  - Load floor height (at curb): 33.1 – 39.3
  - Front bumper to center of front axle: 40.4
  - Wheelbase: 146.0 – 281.0
  - Center of rear axle to end of frame: 39.0 – 120.0
  - Back of cab to center of front axle: 74.1
  - Back of cab to center of rear axle: 72.0 – 207.0

- **SuperCab (in.)**
  - Overall height (at curb): 89.6 – 94.7
  - Width at front fenders: 95.5
  - Frame rail width: 34.0
  - Front bumper to back of cab: 135.4
  - Load floor height (at curb): 33.1 – 39.3
  - Front bumper to center of front axle: 40.4
  - Wheelbase: 167.0 – 281.0
  - Center of rear axle to end of frame: 39.0 – 120.0
  - Back of cab to center of front axle: 95.0
  - Back of cab to center of rear axle: 72.0 – 186.0

- **Crew Cab (in.)**
  - Overall height (at curb): 89.6 – 94.7
  - Width at front fenders: 95.5
  - Frame rail width: 34.0
  - Front bumper to back of cab: 149.9
  - Load floor height (at curb): 33.1 – 39.3
  - Front bumper to center of front axle: 40.4
  - Wheelbase: 182.0 – 278.0
  - Center of rear axle to end of frame: 39.0 – 100.0
  - Back of cab to center of front axle: 109.5
  - Back of cab to center of rear axle: 72.0 – 168.0

### SUSPENSIONS

- **Front Spring Rating (lbs.)**
  - F-650 Pro Loader gas: 8,500 – 10,000, 12,000, 13,200, 14,000
  - F-650 Pro Loader diesel: 0
  - F-650 gas: 0
  - F-650 diesel: 0
  - F-650 Tractor: 0
  - F-750 gas: 0
  - F-750 diesel: 0
  - F-750 Tractor: 0
  - F-650 Pro Loader gas: 0
  - F-650 Pro Loader diesel: 0
  - F-650 gas: 0
  - F-650 diesel: 0
  - F-650 Tractor: 0
  - F-750 gas: 0
  - F-750 diesel: 0
  - F-750 Tractor: 0

- **Rear Multi-Leaf Springs Rating (lbs.)**
  - F-650 Pro Loader gas: 15,500
  - F-650 Pro Loader diesel: 19,000
  - F-650 gas: 21,000
  - F-650 diesel: 23,000
  - F-650 Tractor: 31,000

- **Rear Air Suspension Rating (lbs.)**
  - F-650 Pro Loader gas: 12,000
  - F-650 Pro Loader diesel: 19,000
  - F-650 gas: 21,000
  - F-650 diesel: 23,000

---

^1 Height measures may vary with tire.
Our Service

Financing is available whether the vehicle is being used by an independent owner-operator or a fleet manager. A variety of Ford Credit retail and lease plans are available, which include the comprehensive Ford Fleet Care program.

Maintaining the Vehicle

Customer Vehicle Center dealers can provide priority scheduling to help expedite repairs and service to minimize downtime. As an added benefit to commercial customers, Commercial Vehicle Center dealer service departments are open at least 55 hours per week.

New parts stocking programs improve parts availability, further minimizing downtime. For those times when a vehicle may be out of service for an extended period, Commercial Vehicle Center dealers can help keep the fleet running by providing rental or loaner options.

New Loyalty Program

Customers receive other benefits through the Commercial Vehicle Center Program. The new Commercial Advantage Rewards loyalty program allows customers to earn various factory benefits that can be redeemed at a Commercial Vehicle Center location. Dealers can offer their own rewards through the program.

Finding the Right Vehicle

Commercial Vehicle Center dealers work closely with fleet and commercial customers to find the right vehicle types that fit the business need or application. Among the ways that dealers can do this is with the proprietary Ford software system, Commercial Vehicle Tools (CVT). This solution provides the GVWR, payload, cargo volume, upfit, and other vital specifications to exactly match the vehicle to the customer’s requirements. Commercial vehicles are also available on site to inspect and test drive.

Choosing the right Ford vehicle doesn’t end the acquisition process. Commercial Vehicle Center dealers will ensure that the vehicle has the correct upfit body and accessories to do the job. Bodies and accessories are installed to the customer’s exact specifications. The Commercial Vehicle Center dealer also makes sure that the fleet or commercial customer receives the benefit of any upfit incentives that are available for the vehicle, and will manage the upfit process to get the vehicle on the road as soon as possible.

Ford has replaced its Business Preferred Network of commercial dealers with a new program designed to offer fleet and commercial customers a more comprehensive menu of sales, support, and service options. The network includes more than 650 Ford dealers that will offer commercial customers the vehicles, financing options, and service support their businesses need.

FORD COMMERCIAL VEHICLE CENTER PROGRAM EMPHASIZES SERVICE

The Ford Commercial Vehicle Center Program offers fleet and commercial customers hands-on attention and services.
ARROW TOWING INC. ‘STANDS BEHIND’ FORD

Arrow Towing Inc. has relied on Ford trucks since the 1990s. From towing to flatbedding to vehicle recovery, the strong 6.7L PowerStroke V-8 diesel engine has the capacity to perform in all situations.

Operating in Nebraska and Iowa, Arrow Towing Inc. has relied on Ford products since the 1990s. The company’s president, Brad Arrowsmith, continues the enthusiasm about the trucks to this day.

“We’re really excited about the new F-650s and F-750s, because they’re assembled in America, and I’ve personally been to the plant and seen the pride of the workmanship in the product,” Arrowsmith said. “We’ve always been a Ford company, back when my dad started the business with two F-450 models with Super Duty Chassis in the early 1990s, and we’ve stayed with them through the years. We’ve owned a lot of trucks, but we have so many Fords because they’re solid, all-around vehicles with a bang for their buck.”

Arrow Towing’s 50-vehicle fleet is comprised of F-450, F-650, and F-750 models.

THE REPLACEMENT CYCLE

The company replaces its trucks about every four years. As a testament to how well Arrow Towing takes care of its vehicles and how durable the products are, the company has seen the trucks returned to service as soon as they are put up for resale.

Competitors have even bought some of Arrow Towing’s used trucks. “We normally go three or four years or up to about 150,000 miles with the trucks before we sell them, but with the new F-650s, we’ll run them up to 250,000 miles,” Arrowsmith said.

THE EASE OF TOWING AND DRIVING

About 70% of Arrow Towing’s business comes from routine towing and flatbedding operations, while the rest come from off-road recovery.

In addition to their American pedigree and durability, Arrowsmith admits that another big selling point for Ford vehicles in his mind is how easy they are to drive. “From a rookie driver to someone with 20 years of experience in the industry, people are comfortable in a Ford,” he said.

Comfort and flexibility are important to Arrowsmith. Where the F-450 is able to sport a smaller chassis and maneuver in tight alleyways, the durable F-550 and F-650 trucks are used for over-the-road and interstate operations. Arrowsmith is also adamant on using a strong and reliable truck with a high gross vehicle weight rating (GVWR). He chooses Ford because the trucks encompass all of his needs.

For the F-650 Pro Loader Model, the GVWRs range from 20,500 to 26,000 pounds and the straight frame model has a range from 25,600 to 29,000 pounds. The F-750 straight frame model has a maximum payload capability of 33,000 pounds for the available gasoline engine, and up to 37,000 pounds with standard diesel all when properly configured.

Because of the nature of the business, Arrow Towing opts for a 6.7 Power Stroke V-8 Turbo Diesel engine to ensure the maximized towing capacity. This engine has a standard 270 hp and 675 lb.-ft. of torque. There are also available engine outputs of 300 horsepower with 700 ft. of torque, and 330 hp with 725 lb.-ft. of torque. The Ford 6.8L Triton V-10 gasoline engine has 320 hp and 460-lb.-ft. of torque.

WEARING A LOT OF HATS

Arrowsmith knows firsthand how important it is to have a powerful and flexible truck. “I’m the president, owner, and operator. I do it all and I own it all, 100%, and I drive a wrecker every day,” he said.

The Ford 5-year/250,000 mile diesel powertrain warranty is another selling point, Arrowsmith said.

“Ford stands behind their vehicles, and we’re standing behind Ford,” Arrowsmith said.
O perating in most of the U.S., including Hawaii and Alaska, TNG, which operates as Prologix, has found the benefit of managing a single-sourced Ford fleet of more than 800 medium-duty straight trucks. The fleet consists primarily of Ford F-650 chassis cab models, and Class 4 trucks with 16-foot cargo bodies.

The asset-based logistics, warehousing, and delivery company serves the newsprint, periodical distribution, salty snacks, beverage, and general merchandise industries. The company delivers a range of products, including sunglasses, rainwear, cold weather attire, and kitchen utensils, to name a few.

Fleet operations are divided into two regional groups that are spread out around 85 locations in the U.S. Mileage across the fleet averages about 30,000 miles per truck per year. The urban markets tend to average about 26,000 miles and rural mileage can be in the upper 40,000 mile range.

BEEFING UP CARGO CAPACITY

TNG had a long-standing relationship with Ford prior to Troy Highland, managing director of freight and director of logistics for TNG, joining the company in 2000.

Up until 2008, the fleet mostly consisted of Ford E-450 box trucks and E-350 Econoline vans, but a shift in the distribution model from a route sales model to a driver/merchandiser model meant that the company could turn to the higher cargo capacity F-650 models. This move resulted in an increase of the number of stops from five or six stores per day to 12 to 20 stores per day, and has consequently allowed Highland to right-size the fleet from 3,000 vehicles down to its current 800.

Highland said that he carefully specs the fleet’s F-650 models to maximize the cargo capacity of the truck’s 26,000 GWR. “The F-650 chassis allows us to haul more cargo within the 26,000 gross vehicle weight rating range,” he said. “With the larger capacity that the medium duty gave us, a 24-foot box as opposed to a 16-foot box — and much more weight carrying capacity — we were able to change our delivery model and increase efficiency.”

Highland also specs the F-650s with lift gates to make curbside deliveries quick and easy, and he always includes backup alarms and cameras.

BRINGING MORE FORD TRUCKS INTO THE FOLD

The company hasn’t purchased a non-Ford delivery product since 2011, though it has a small number of legacy vehicles from other OEMs that were inherited through recent acquisitions.

TAKING ADVANTAGE OF WARRANTIES

TNG relies on the Ford dealer network to handle repairs, particularly if it’s a repair covered under warranty.

“Our policy is, as long as the vehicle’s under warranty, our local managers have their maintenance performed at a Ford dealership,” Highland said. “It helps quite a bit because any time you take a vehicle in for servicing, and there is an issue identified with a part, you want to be able to have the repair made under warranty. If you take the truck to some mom-and-pop shop, more often than not, you may end up paying for a repair that would have ordinarily been covered under warranty.”

One of the biggest benefits TNG has found with single-sourcing its vehicles from Ford is that, since it is a domestic OEM, getting parts for repairs can be quick.
BECAUSE THERE’S NO UPSIDE TO DOWNTIME.

INTRODUCING THE FORD COMMERCIAL VEHICLE CENTER.

When you’re purchasing a vehicle to help drive your business, you don’t want to waste time. Your Ford Commercial Vehicle Center makes the process as efficient as you are, offering trained and certified commercial sales professionals ... as well as priority financing and service for commercial customers. With an expanding network of dealership locations nationwide.