

HEAD TO HEAD.

FORD F-650/F-750 VS. FREIGHTLINER M2 106



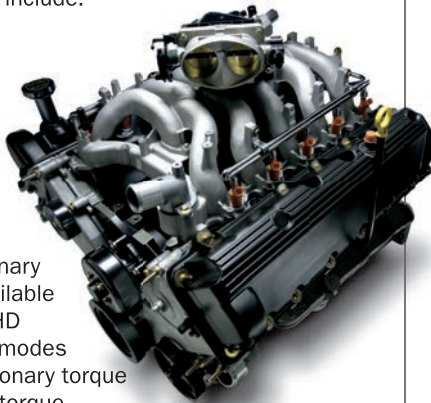
The 2017 F-650/F-750 has been designed and engineered to be one of the toughest, longest lasting and most driver-friendly trucks on the road. At Ford we know the level of commitment behind the design, and we understand that buying a truck is a business decision – there are choices to be made. To make that choice a little easier, we're comparing the F-650/F-750 head to head against some of the industry's leading Class 6/7 competitors.

BUILT FORD TOUGH® POWER

Ford is the only Class 6/7 truck manufacturer¹ that offers the choice of either diesel or gasoline power to give you the best combination of cost-effective performance to suit your particular vocation. Some of the benefits include:

6.8L Triton V10 Gas Engine

- Impressive power at 320 HP and 460 lb.-ft. of torque
- An affordable alternative to diesel for low mileage operations
- PTO provision with stationary and mobile modes is available with the Ford TorqShift® HD 6-speed automatic. PTO modes deliver 250 lb.-ft. of stationary torque and 125 lb.-ft. of mobile torque
- CNG/Propane Gaseous Engine Prep Package available
- No diesel exhaust equipment required



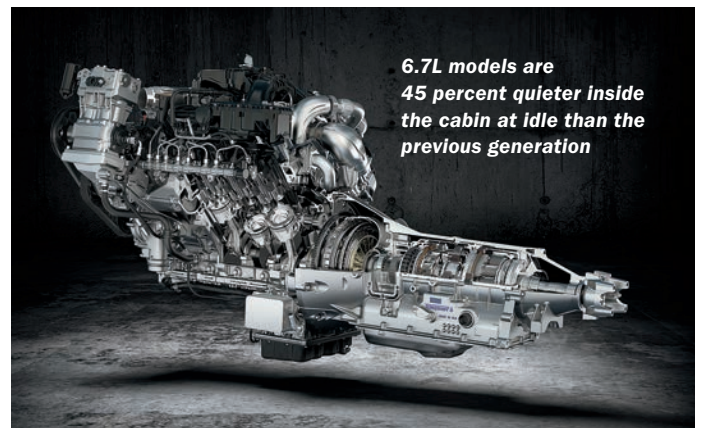
6.7L Power Stroke® V8 Turbo Diesel

- Excellent for higher mileage and high torque applications
- Outstanding long-term reliability with a B10 life of 500,000 miles²
- Best-in-class¹ standard diesel power ratings of 270 HP and 675 lb.-ft. of torque
- Optional power ratings of 300/330 HP and 700/725 lb.-ft. of torque, with no required transmission upgrades
- Available PTO provision with stationary and mobile modes on Ford TorqShift® HD 6-speed automatic delivers 300 lb.-ft. of stationary torque and 200 lb.-ft. mobile torque
- Diesel Powertrain Limited Warranty of 5 years/250,000 miles³

The Ford-designed TorqShift® HD 6-speed automatic transmission includes a 3-plate, 2-stage torque converter that's engineered to handle heavy power loads.

When teamed up with Power Stroke® Diesel or Triton V10 gas engine, the TorqShift® HD transmission completes the Ford-designed, integrated drivetrain for seamless performance with all chassis components and vehicle calibrations.

- The TorqShift® HD 6-speed automatic transmission delivers smooth, efficient performance courtesy of its multi-segment friction clutch design, which improves oil flow and reduces power loss while maximizing productivity.
- Ford TorqShift® HD provides more capability than the Allison RDS2200/2500 in both stationary and live-drive PTO capability. In order to match the Ford TorqShift® HD capability, Allison buyers would need to upgrade to the 3000 series.



6.7L models are 45 percent quieter inside the cabin at idle than the previous generation

FORD MEDIUM DUTY TRUCKS ARE THE FASTEST GROWING VOLUME MEDIUM DUTY BRAND⁴



¹ Class is 6/7 Conventional Chassis Cabs based on Ford segmentation. ² B10 design life based on the 330 HP output version and Ford engine dynamometer testing. ³ See your dealership for limited warranty details. ⁴ Based on IHS Markit TIP Registrations for GVW 4-7 vehicles with sales over 1,000 units for CYTD Dec. 2016 vs. CYTD Dec. 2015.

FORD F-650/F-750 VS. FREIGHTLINER M2 106



SUBJECT VEHICLE SPECIFICATIONS

	2017 FORD F-750	2018 FREIGHTLINER M2 106
Bumper to Back of Cab (BBC):	114.4"	106"
Engine:	Ford Power Stroke® 6.7L Diesel	Cummins B6.7 6.7L Diesel
Transmission:	Ford TorqShift® HD 6-Speed	Allison 2500 RDS 5-Speed
Front Axle:	Dana E-1002I 10,000 lbs.	Detroit DA-F-10.0-3 10,000 lbs.
Rear Axle:	Dana 21060S 21,000 lbs.	Detroit DA-RS-19.0-2 19,000 lbs.
Rear Suspension:	Multi-leaf 21,000 lbs.	AirLiner 21,000 lbs.
Frame:	.375" x 10.252" x 3.092"	.344" x 10.19" x 3.5"
GVWR:	25,999 lbs.	26,000 lbs.

FREIGHTLINER BACKGROUND

Founded in 1940 and based in Portland, Oregon, the M2 is currently built in Mount Holly, North Carolina and Santiago, Mexico. It is available for classes 5 through 8 with GVW ratings up to 66,000 lbs. The M2's aluminum cab dates back to the 1990s FLD Business Class model. It has undergone several design updates but the characteristic rolling floor remains, which can present challenges for floor-mounted body control modules.

ENGINE

Unlike the M2 106, Ford offers the flexibility of either diesel or gasoline power. The 6.7L Power Stroke® V8 Turbo Diesel offers best-in-class² standard horsepower and torque ratings of 270 HP and 675 lb.-ft. of torque¹. The 6.8L Triton V10 gas engine is a dependable, reduced cost alternative for lower mileage applications or those operating locally. For alternative power needs, CNG/Propane gaseous prep package is available for the V10 gas engine.

	F-750	M2 106
Standard Diesel Power Ratings	270 HP / 675 lb.-ft.	200 HP / 520 lb.-ft.
Standard Gasoline Power Ratings	320 HP / 460 lb.-ft.	Not Available

The F-650/F-750 has double the number of maintenance points on the curbside of the vehicle, helping to keep the driver away from on-coming traffic in the event that roadside service is needed.

	F-750	M2 106
Curbside Maintenance Points	6 Service Points: Oil Level, Transmission Fluid Level, Coolant Check/Fill, Washer Fluid Level, Air Cleaner, Air Cleaner Filter Minder	3 Service Points: Coolant Level, Washer Fluid Level, Air Cleaner Filter Minder

CAB

A long lasting design starts with the cab. The F-650/F-750 cab has been designed and validated for tough medium duty applications. It is constructed of rugged heavy duty steel and designed to be as easy on the driver as it is tough on the jobsite. The interior is comfortable, well-designed and familiar to anybody that operates other Ford trucks, so drivers can make the most productive use of their time behind the wheel.

Proper mirror design is extremely important – especially when pulling large equipment trailers. Both vehicles offer a wide variety of cab mirrors, but the F-650/F-750 is available with Ford-exclusive power telescoping mirrors that extend and retract with the flip of a switch for trailer towing applications.

The F-650/F-750 cab is well-trimmed with little exposed sheet metal and well-insulated to protect the driver from extreme temperatures and harsh noise from busy jobsites. The F-750 is quieter inside or outside the cab than the M2 106.

Average Sound Levels Recorded at 750 RPM

F-750		M2 106	
Interior: 49.1 db	Exterior: 72.9 db	Interior: 58.7 db	Exterior: 82.1 db

CAB ACCESS

Many applications often require drivers to be in and out of the cab all day long, so cab access, step spacing and grab handle placement are critical factors for a productive driver. F-650/F-750 grab handles are large and well-positioned to provide a proper 3-point entry. Larger cab steps are consistently spaced and positioned with a more comfortable stair-step offset as opposed to a more vertical ladder-type design.

Step Offset	F-750	M2 106
1st – 2nd Step Offset	5.75"	3.25"
2nd – Cab Offset	11.5"	5.75"

Door Opening

Cab Latch to Door Edge	45.75"	42"
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CAB INTERIOR

When your day begins and ends in the cab, a well-equipped and comfortable interior is not just appreciated – it is critical to driver productivity. The F-650/F-750 cab interior is deep and spacious with ample room for drivers of all sizes. Fuel and brake pedals have been designed with proper spacing so the driver's footwell is large enough for bulky work boots.

	F-750	M2 106
Cab Depth (Fuel pedal to back wall)	55"	45.5"
Maximum Leg Room (Function of seat travel and pedal position)	29.7"	27.8"
Pedal Spacing		
Brake and Fuel Pedal (Centerline-to-centerline)	6.25"	4.5"
Fuel Pedal to Doghouse	3.5"	1.5"

SYNC The F-650/F-750 is available with the Ford SYNC® system that lets you use your voice to make a call and listen to music. Voice-activated SYNC® technology also helps you keep your eyes on the road and your hands on the wheel.³

WINDSHIELD

The F-650/F-750 features a large swept-back windshield with a greater slope, which may help reduce the risk of glass damage compared to a more vertical surface. The F-650/F-750 windshield has a 30° greater slope than the M2 106.

	F-750	M2 106
Windshield Slope	36°	66°
Wiper Coverage	80% of Windshield Area	65% of Windshield Area

FRAME

The Ford F-650/F-750 offers a wide range of frame options including a 3" bumper extension* and an integral 20" front frame extension. Some equipment applications require an integral frame extension over a bolt-on design. An integral front frame extension is not available on the M2 106.

	F-750	M2 106
Front Frame Extensions	20" Integral	8" Bolt-On

SERVICE AND SUPPORT

Whether your fleet consists of one hard-working vehicle or units spread across the region, Ford Commercial Dealers are committed to exceptional service and support. Our network of over 300 specially-trained medium duty dealers is dedicated to helping you keep your trucks on the road, which could help maximize your profitability.

¹ When properly configured. ² Class is 6/7 Conventional Chassis Cabs based on Ford segmentation. ³ Don'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. Message and data rates may apply. *Available MY 2018

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