



HEAD TO HEAD.

FORD F-650 / F-750 VS. INTERNATIONAL DURASTAR

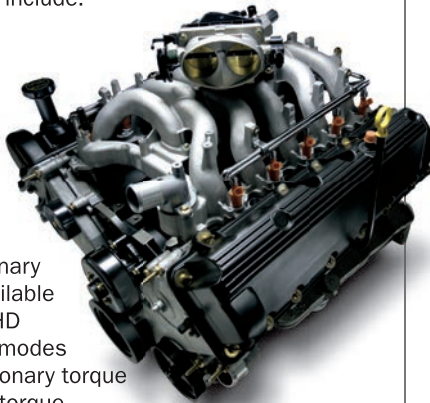
The 2017 F-650/F-750 has been designed and engineered to be one of the toughest, longest lasting and most driver-friendly trucks on the road. At Ford we know the level of commitment behind the design, and we understand that buying a truck is a business decision – there are choices to be made. To make 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



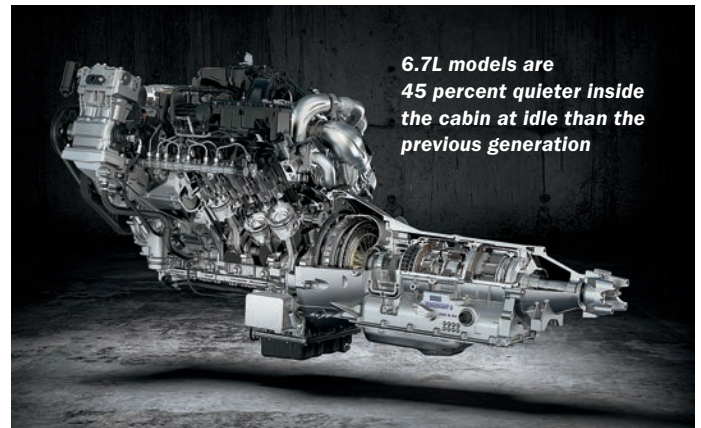
6.7L Power Stroke® V8 Turbo Diesel

- 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. INTERNATIONAL DURASTAR



SUBJECT VEHICLE SPECIFICATIONS

	2017 FORD F-750	2018 INTERNATIONAL 4300
Bumper to Back of Cab (BBC):	114.4"	107"
Engine:	Ford Power Stroke® 6.7L Diesel	Cummins B6.7 6.7L Diesel
Transmission:	Ford TorqShift® HD 6-Speed	Allison 2100HS 6-Speed
Front Axle:	Dana E-1002I 10,000 lbs.	Meritor MFS-10-122A 10,000 lbs.
Rear Axle:	Dana 21060S 21,000 lbs.	Meritor MS-19-14X-3DFL 19,000 lbs.
Rear Suspension:	Multi-leaf 21,000 lbs.	Multi-leaf 21,000 lbs.
Frame:	.375" x 10.252" x 3.092"	.375" x 10.25" x 3.092"
GVWR:	25,999 lbs.	25,999 lbs.

INTERNATIONAL BACKGROUND

Navistar Inc. is the parent company of International Trucks, which started out as International Harvester Corporation in 1902, producing farm equipment. The DuraStar is produced in Escobedo, Mexico and Springfield, OH, and is available in classes 6 through 8. The DuraStar model is segmented into the 4300 and 4400 series. The 4300 GVW ratings cover 23,500 - 37,000 lbs. and the 4400 covers 26,500 - 54,600 lbs. The DuraStar shares the same basic cab design with several other models, and is only available with diesel power.

ENGINE

Unlike the DuraStar, 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	DURASTAR 4300
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

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 the 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 DuraStar 4300.

Average Sound Levels Recorded at 750 RPM

F-750		DURASTAR 4300	
Interior: 49.1 db	Exterior: 72.9 db	Interior: 61.5 db	Exterior: 79.6 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.

	F-750	DURASTAR 4300
Step Offset		
1st - 2nd Step Offset	5.75"	5.5"
2nd - Cab Offset	11.5"	7.75"

Step Size

1st Step	214 sq. in.	197 sq. in.
2nd Step	346 sq. in.	197 sq. in.

Door Opening

Cab Latch to Door Edge	45.75"	37.5"
Door Opening Angle	63°	60°

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	DURASTAR 4300
Cab Depth (Fuel pedal to back wall)	55"	46"
Average Leg Room (Function of seat travel and pedal position)	26.4"	25.9"

Pedal Spacing		
Brake and fuel pedal (Centerline-to-centerline)	6.25"	5.75"
Fuel Pedal to Doghouse	3.5"	2.75"

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 28° greater slope than the DuraStar. Windshield wiper coverage is also excellent with an efficient 80% of the windshield surface cleared compared to DuraStar's 62%.

	F-750	DURASTAR 4300
Windshield Slope	36°	64°
Wiper Coverage	1,212 sq. in.	1,193 sq. in.

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 front frame extension over a bolt-on design. An integral front frame extension is not available on the DuraStar.

	F-750	DURASTAR 4300
Front Frame Extensions	20" Integral	20" Bolt-On Only

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.

¹When properly configured. ²Class is 6/7 Conventional Chassis Cabs based on Ford segmentation. ³Don'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

This document was prepared by an independent third party and is intended for the exclusive use of Ford Motor Company and its dealers. The information and conclusions contained within are believed to be correct at time of publication, but do not necessarily apply to similar vehicles with different specifications or with production dates after this analysis was conducted. Vehicles with different specifications or later dates of manufacture could yield different results. Vehicle specifications are subject to change without notice.

©2017 Ford Motor Company. All rights reserved. All marks are trademarks of their respective owners.

