

# FORD 2021 F-650 / F-750 VS. THE COMPETITION



Computer generated images and aftermarket equipment shown throughout.

**WE GO HEAD TO HEAD AGAINST SOME  
OF THE INDUSTRY'S LEADING CLASS  
6/7 COMPETITORS.**



# HEAD TO HEAD.



## FORD 2021 F-650/F-750 VS. THE COMPETITION

The 2021 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 manufacturer<sup>1</sup> 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:

### 7.3L V8 Gas Engine

- Impressive power at 350 HP and 468 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<sup>2</sup>
- No diesel exhaust equipment required



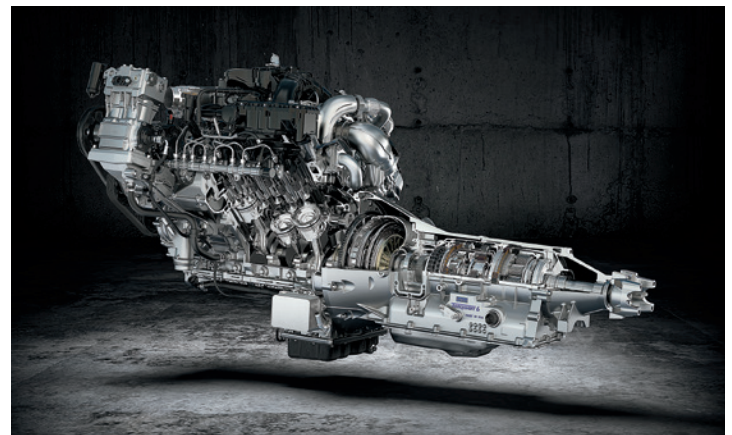
### 6.7L Power Stroke® V8 Turbo Diesel

- Excellent for higher mileage and high torque applications
- Outstanding long-term reliability with a B10 life of 500,000 miles<sup>3</sup>
- Best-in-class<sup>1</sup> standard diesel power ratings of 270 HP and 700 lb.-ft. of torque
- Optional power ratings of 300/330 HP and 725/750 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 miles<sup>4</sup>

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 7.3L V8 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.



## 2021 FORD MEDIUM DUTY F-650 AND F-750 TRUCKS PROVIDE THE POWER YOU NEED.

<sup>1</sup>Class is 6/7 Conventional Chassis Cabs based on Ford segmentation. <sup>2</sup>Available on straight truck only. <sup>3</sup>B10 design life based on the 330 HP output version and Ford engine dynamometer testing. <sup>4</sup>See your dealership for limited warranty details.



# FORD 2021 F-650 / F-750 VS. FREIGHTLINER M2 106



## SUBJECT VEHICLE SPECIFICATIONS



	2021 FORD F-750	2021 FREIGHTLINER M2 106
<b>Bumper to Back of Cab (BBC):</b>	114.4"	106"
<b>Engine:</b>	<b>Ford Power Stroke® 6.7L Diesel</b>	Cummins B6.7 6.7L Diesel
<b>Transmission:</b>	<b>Ford TorqShift® HD 6-Speed</b>	Allison 2500 RDS 5-Speed
<b>Front Axle:</b>	<b>Dana E-1002I 10,000 lbs.</b>	Detroit DA-F-10.0-3 10,000 lbs.
<b>Rear Axle:</b>	<b>Dana 21060S 21,000 lbs.</b>	Detroit DA-RS-19.0-2 19,000 lbs.
<b>Rear Suspension:</b>	<b>Multi-leaf 21,000 lbs.</b>	AirLiner 21,000 lbs.
<b>Frame:</b>	<b>.375" x 10.250" x 3.092"</b>	.344" x 10.19" x 3.5"
<b>GVWR:</b>	<b>31,000 lbs.</b>	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-class<sup>1</sup> standard horsepower and torque ratings of 270 HP and 700 lb.-ft. of torque<sup>2</sup>. The 7.3L V8 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 V8 gas engine.

	F-750	M2 106
<b>Standard Diesel Power Ratings</b>	<b>270 HP / 700 lb.-ft.</b>	200 HP / 520 lb.-ft.
<b>Standard Gasoline Power Ratings</b>	<b>350 HP / 468 lb.-ft.</b>	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
<b>Curbside Maintenance Points</b>	<b>6 Service Points: Oil Level, Transmission Fluid Level, Coolant Check/Fill, Washer Fluid Level, Air Cleaner, Air Cleaner Filter Minder</b>	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 a vital part of vehicle safety – especially when pulling large equipment trailers. That's why we offer an incredibly wide variety of cab mirrors for F-650 and F-750. In fact, you'd be hard-pressed to find a more comprehensive collection of mirror options and combinations anywhere in the industry, including Aux Spot and Sail mirrors. This wide variety allows you to customize your mirrors to your vehicle, helping you see around at all times, day and night. And for the ultimate convenience, Ford-exclusive power telescoping mirrors extend and retract with the flip of a switch for trailer towing applications.

## 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.

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

<b>Door Opening</b>	F-750	M2 106
Cab Latch to Door Edge	45.75"	42"

## 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
<b>Cab Depth</b> (Fuel pedal to back wall)	55"	45.5"
<b>Maximum Leg Room</b> (Function of seat travel and pedal position)	29.7"	27.8"

<b>Pedal Spacing</b>	F-750	M2 106
Brake and Fuel Pedal (Centerline-to-centerline)	6.25"	4.5"
Fuel Pedal to Doghouse	3.5"	1.5"

## WINDSHIELD

The F-650/F-750 features a large swept-back windshield with a greater slope. The F-650/F-750 windshield has a 30° greater slope than the M2 106.

	F-750	M2 106
<b>Windshield Slope</b>	36°	66°
<b>Wiper Coverage</b>	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
<b>Front Frame Extensions</b>	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 350 specially-trained medium duty dealers is dedicated to helping you keep your trucks on the road.

<sup>1</sup>Class is 6/7 Conventional Chassis Cabs. <sup>2</sup>Standard ratings when equipped with 6.7L Power Stroke V8 Turbo Diesel.

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# FORD 2021 F-650 / F-750 VS. HINO L SERIES CONVENTIONAL



## SUBJECT VEHICLE SPECIFICATIONS



	2021 FORD F-750	2021 HINO L Series
<b>Bumper to Back of Cab (BBC):</b>	114.4"	108"
<b>Engine:</b>	Ford Power Stroke® 6.7L Diesel	Hino JO8E-WU 7.7L I6 Diesel
<b>Transmission:</b>	Ford TorqShift® HD 6-Speed	Allison 2200 RDS
<b>Front Axle:</b>	Dana E-1002I 10,000 lbs.	Meritor MFS10 10,000 lbs.
<b>Rear Axle:</b>	Dana 21060S 21,000 lbs.	Meritor RS19-145 19,000 lbs.
<b>Rear Suspension:</b>	Multi-leaf 21,000 lbs.	Hendrickson Air 19,000 lbs.
<b>Frame:</b>	.375" x 10.250" x 3.092"	.31" x 10.1" x 3.01"
<b>GVWR:</b>	31,000 lbs.	25,950 lbs.

## HINO BACKGROUND

Hino is a Toyota Group Company. Hino Trucks are manufactured domestically in Williamston, West Virginia. The Hino model line is grouped by Series, and divided between cab-over and conventional models. Each Hino L-Series and M-Series offer a range of GVWR's. L-Series Conventional GVWRs range from 23,000 lbs. to 33,000 lbs. Optional equipment can be rather limited compared to other manufacturers and includes equipment such as cab trim, mirrors, seats, bumpers, fuel tanks, axle ratios, electrical components, etc. Some models also offer an optional power rating.

## 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 durable 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.

### Available Cab Configurations

F-750	HINO L Series
Day Cab, 4-Door SuperCab, 4-Door Crew Cab	Day Cab, 30" Extended Cab (no rear-opening doors), 4-Door Crew Cab

## 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	HINO L Series
1st – 2nd Offset	5.75"	3.75"
2nd – Cab Offset	11.5"	8"

Step Size	F-750	HINO L Series
1st Step	214 sq. in.	204 sq. in.
2nd Step	346 sq. in.	204 sq. in.

Door Opening	F-750	HINO L Series
Cab Latch to Door Edge	45.75"	41.75"

## WINDSHIELD

The F-650/F-750 features a large swept-back windshield with a greater slope. The F-650/F-750 windshield has a 40° greater slope than the Hino. Ford wiper blade length is a standard 22" so replacements are easy to find. The Hino requires two different size wiper blades.

	F-750	HINO L Series
<b>Windshield Slope</b>	36°	76°
<b>Wiper Size(s)</b>	22"	Left-hand: 25.5" Right-hand: 22"

## 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	HINO L Series
<b>Cab Depth</b> (Fuel pedal to back wall)	55"	45.25"
<b>Maximum Leg Room</b> (Function of seat travel and pedal position)	29.7"	27.5"
<b>Belly Room</b>	18"	17.75"
<b>Pedal Spacing</b> (Inside edges)	3.5"	2.5"

## 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 350 specially-trained medium duty dealers is dedicated to helping you keep your trucks on the road.

### Nationwide Service Points

F-650/F-750	HINO L Series
Over 350 Medium Duty Commercial Vehicle Centers	Over 200 Points of Presence

## KEY AVAILABLE EQUIPMENT

	F-650/F-750	HINO L Series (Components GVWR-dependent)
<b>Available GVWR</b>	22,000 lbs. - 37,000 lbs.	23,000 lbs. - 33,000 lbs. (All conventional models)
<b>Available Cabs</b>	Day Cab, 21" 4-Door SuperCab, 35" 4-Door Crew Cab	Day Cab, 30" Extended Cab (No rear-opening doors), 4-Door Crew Cab
<b>Frames</b>	(7) Frames – Reinforcement Available	(3) Frames – Reinforcement Not Available
<b>Engines</b>	7.3L V8 Gas: 350 HP, 468 lb.-ft. 6.7L Power Stroke V8 Diesel: 270, 300, 330 HP, 700, 725, 750 lb.-ft.	Hino JO8E-VB: JO8E-WU: 230, 260 HP, 520, 660 lb.-ft.
<b>Transmissions</b>	TorqShift HD 6-speed	Allison 2000, 3000 Series
<b>Front Axles</b>	Dana Spicer: 8,500 - 14,000 lbs.	Meritor: 8,000 - 14,000 lbs.
<b>Rear Axles</b>	Dana Spicer: 13,500 - 26,000 lbs.	Meritor: 17,500 - 25,000 lbs.
<b>Interior and Seating</b>	(18) Cloth and vinyl seating options	(8) Cloth and vinyl seating options

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# FORD 2021 F-650 / F-750 VS. INTERNATIONAL MV607



## SUBJECT VEHICLE SPECIFICATIONS



	2021 FORD F-750	2021 INTERNATIONAL MV607
<b>Bumper to Back of Cab (BBC):</b>	114.4"	107"
<b>Engine:</b>	Ford Power Stroke® 6.7L Diesel	Cummins B6.7 6.7L Diesel
<b>Transmission:</b>	Ford TorqShift® HD 6-Speed	Allison 2100HS 6-Speed
<b>Front Axle:</b>	Dana E-1002I 10,000 lbs.	Meritor MFS-10-122A 10,000 lbs.
<b>Rear Axle:</b>	Dana 21060S 21,000 lbs.	Meritor MS-19-14X-3DFL 19,000 lbs.
<b>Rear Suspension:</b>	Multi-leaf 21,000 lbs.	Multi-leaf 20,000 lbs.
<b>Frame:</b>	.375" x 10.250" x 3.092"	.375" x 10.25" x 3.092"
<b>GVWR:</b>	31,000 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 MV607 is produced in Escobedo, Mexico and Springfield, OH, and is available in classes 6 through 8, covering GVW ratings from 21,500 to 54,600 lbs. The MV607 shares the same basic cab design with several other models, and is only available with diesel power.

## ENGINE

Unlike the MV607, Ford offers the flexibility of either diesel or gasoline power. The 6.7L Power Stroke V8 Turbo Diesel offers best-in-class<sup>1</sup> standard horsepower and torque ratings of 270 HP and 700 lb.-ft. of torque<sup>2</sup>. The 7.3L V8 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 V8 gas engine.

	F-750	MV607
<b>Standard Diesel Power Ratings</b>	270 HP / 700 lb.-ft.	200 HP / 520 lb.-ft.
<b>Standard Gasoline Power Ratings</b>	350 HP / 468 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 a vital part of vehicle safety – especially when pulling large equipment trailers. That's why we offer an incredibly wide variety of cab mirrors for F-650 and F-750. In fact, you'd be hard-pressed to find a more comprehensive collection of mirror options and combinations anywhere in the industry, including Aux Spot and Sail mirrors. This wide variety allows you to customize your mirrors to your vehicle, helping you see around at all times, day and night. And for the ultimate convenience, Ford-exclusive power telescoping mirrors extend and retract with the flip of a switch for trailer towing applications.

## 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	MV607
1st – 2nd Step Offset	5.75"	5.5"
2nd – Cab Offset	11.5"	7.75"

Step Size	F-750	MV607
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	MV607
<b>Cab Depth</b> (Fuel pedal to back wall)	55"	46"
<b>Average Leg Room</b> (Function of seat travel and pedal position)	26.4"	25.9"

Pedal Spacing	F-750	MV607
Brake and fuel pedal (Centerline-to-centerline)	6.25"	5.75"
Fuel Pedal to Doghouse	3.5"	2.75"

## WINDSHIELD

The F-650/F-750 features a large swept-back windshield with a greater slope. The F-650/F-750 windshield has a 28° greater slope than the MV607. Windshield wiper coverage is also excellent with an efficient 80% of the windshield surface cleared compared to MV607's 62%.

	F-750	MV607
<b>Windshield Slope</b>	36°	64°
<b>Wiper Coverage</b>	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<sup>3</sup> 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 MV607.

	F-750	MV607
<b>Front Frame Extensions</b>	20" Integral	20" Bolt-On Only

## SERVICE AND SUPPORT

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<sup>1</sup>Class is 6/7 Conventional Chassis Cabs. <sup>2</sup>Standard ratings when equipped with 6.7L Power Stroke V8 Turbo Diesel.

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