

2021

F-650/F-750 SUPER DUTY®

PRO LOADER® | STRAIGHT FRAME | TRACTOR



BUILT FOR EXTREME DUTY.

Growing your business takes hard work. With the help of our Built Ford Tough® F-650/F-750 family of rugged medium-duty trucks, you'll be ready for the challenge. An available all-new 7.3L V8 gas engine and an available 3rd-Generation 6.7L Power Stroke® V8 Turbo Diesel supply these workhorses with an abundance of raw power. And new standard and available driver-assist technology¹ (DAT) allows your fleet to be equipped with innovative features that can help avoid an incident – and the costly downtime that goes with it. Our trucks are built – right here in America² – with the capability you demand, as well as the flexibility to meet your business needs. So haul it. Pull it. Fill it. No matter the challenge, the 2021 Ford medium-duty truck lineup is rock solid.

Ready for duty. And backed by Ford.

BUILT *Ford* PROUD



POWERED BY FORD

ASSEMBLED IN AMERICA²

TESTED TOUGH: THOUSANDS OF MILES SIMULATING THE HARSHTEST CONDITIONS

NEW POWER

Get ready for a soon-to-be legend in the world of work. The all-new 7.3L gas V8, a dedicated truck engine, is engineered for robust power and iron-clad durability. 3rd-Generation upgrades to our proven 6.7L Power Stroke V8 Turbo Diesel help push its torque output to new heights.

MORE ASSISTANCE

Available new Driver Assist Technology (DAT) Packages add the following features to air and hydraulic brake models: Pre-Collision Assist with Automatic Emergency Braking; Lane Departure Warning; and Auto High Beams. Air brake models also include Adaptive Cruise Control.

BIG NEWS FOR 2021 MODEL-YEAR ALIGNMENT

When it comes to vehicle resale, you know the importance of model year. That's why our 2021 models go on sale at the beginning of 2020. You spoke. We listened.

F-750 Tractor Regular Cab in Oxford White, SuperCab in Race Red, Crew Cab in Ingot Silver, and Regular Cab in School Bus Yellow. All shown with available equipment.
¹Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. ²Assembled in the USA with domestic and foreign parts.
Vehicles throughout this brochure may be shown with optional and aftermarket upfit equipment, and without standard antenna.

POWER UP WITH AUTHORITY.

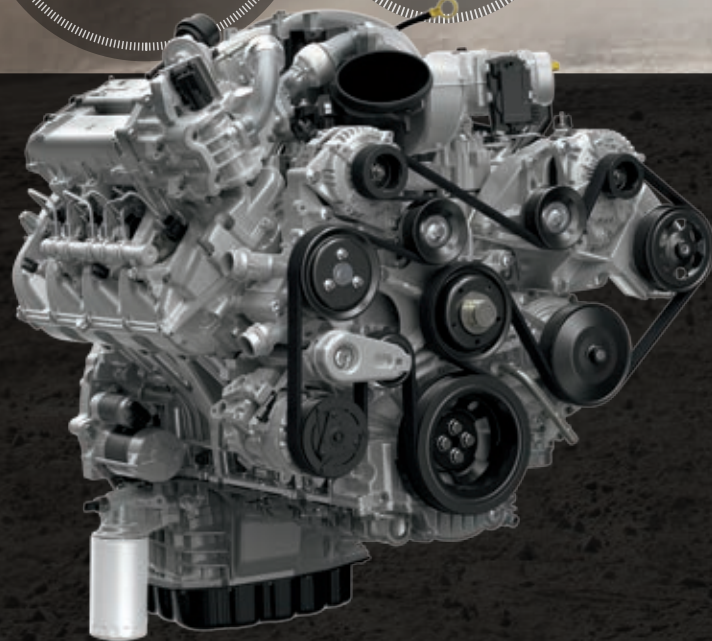
These trucks work hard. So it's critically important that each powertrain work seamlessly with all chassis components and vehicle calibrations. They will with the 2021 F-650/F-750, as both available engines and the TorqShift® HD 6-speed automatic transmission were designed and built by Ford. In fact, Ford is the only Class 6-7 truck manufacturer to build its own powertrains and offer you the choice of gasoline or diesel power.



3RD-GENERATION
6.7L
V8 DIESEL

MAX.
750 LB.-FT.
TORQUE

330 HORSE
POWER



AVAILABLE TORQUE

- 700 lb.-ft. @ 1,500 rpm
- 725 lb.-ft. @ 1,500 rpm
- 750 lb.-ft. @ 1,500 rpm

HORSEPOWER

- 270 @ 2,400 rpm
- 300 @ 2,500 rpm
- 330 @ 2,600 rpm

6.7L POWER STROKE® V8 TURBO DIESEL

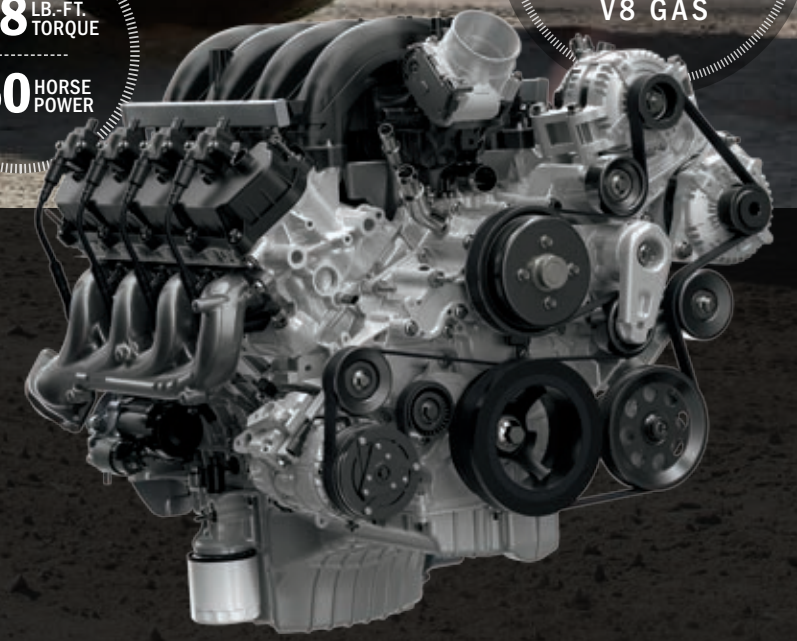
While continuing to offer 3 sets of ratings so you can align engine power to your specific needs, our proven Power Stroke diesel gets significant upgrades that push its torque outputs even higher. Reengineered injectors in the new 36,000-psi fuel injection system help it optimize combustion and provide excellent throttle response. In this high-pressure environment, new forged-steel pistons provide higher firing-pressure capability and less friction for improved durability. A new turbocharger with fully electronic vane actuator improves cold-weather performance. Finally, a new air-induction system helps keep things cool. A trait the 6.7L Power Stroke V8 Turbo Diesel knows all too well – staying cool under extreme pressure.

F-750 Diesel SuperCab in Oxford White with available and aftermarket upfit equipment.

MAX.
468 LB.-FT.
TORQUE

350 HORSE
POWER

ALL-NEW
7.3L
V8 GAS



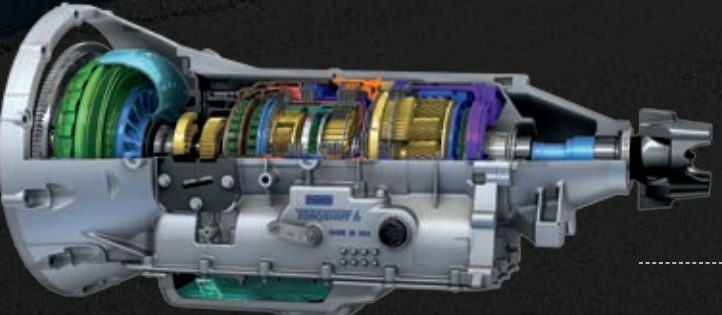
ALL-NEW 7.3L 2-VALVE V8 GAS

Get ready for a new legend in the world of work. Built from the ground up as a dedicated truck engine, the all-new 7.3L V8 is engineered for iron-clad durability. To enable it to work harder for longer, its stout design features: cast-iron engine block construction; a forged-steel crankshaft; carbon-nitrided needle bearings in the valvetrain; robust pistons and ring packs with anti-wear coatings; piston cooling jets; and a variable-displacement oil pump located in the pan. The pump ensures proper engine lubrication in cold-weather starts and, over time, even accommodates engine-wear changes to maintain optimum performance. And that's what it's all about in harsh environments where these trucks may not leave for months. Tough lives here.



GEAR DOWN WITH CONFIDENCE.

When you're hauling heavy loads or facing difficult road conditions, using the progressive range select mode on the standard TorqShift® HD 6-speed automatic transmission to reduce the available gear range can help. Tow/haul mode can eliminate frequent gear shifting on steep uphill grades, as well as allow for additional braking and control on downhill grades when used in combination with the engine brake feature on the 3rd-Generation 6.7L Power Stroke® V8 Turbo Diesel engine.



TORQSHIFT HD 6-SPEED AUTOMATIC TRANSMISSION

This beast is our proven standard – and versatile enough to be paired with both the 6.7L Power Stroke V8 Turbo Diesel and the all-new 7.3L V8 gas 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. 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.

AVAILABLE LIVE-DRIVE PTO PROVISION

Directly linked to the engine crankshaft, our available Power Takeoff (PTO) provision can power PTO-driven accessories like hydraulic dump bodies, sprayers and plows, or shaft-driven compressors and generators, whether the truck is moving or not. Mobile mode is designed to operate in all gears and at all vehicle speeds. The PTO provision offers a gasoline torque rating of up to 125 lb.-ft. and a diesel torque rating of up to 200 lb.-ft. in mobile operation. 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. while parked. On the diesel, you also get split-shaft capability to power multiple auxiliary devices.

F-650 Diesel Pro Loader® SuperCab in Oxford White with available and aftermarket upfit equipment.

AVAILABLE
**SPLIT-SHAFT
CAPABILITY**
DIESEL



F-650 PRO LOADER

GASOLINE/DIESEL

AMBULANCE
PREP
PACKAGE

STANDARD
TRACTION
CONTROL

NEW
DRIVER ASSIST
TECHNOLOGY
PACKAGES



F-650 Diesel Pro Loader SuperCab in Race Red with available and aftermarket upfit equipment.

F-650/F-750 STRAIGHT FRAME

GASOLINE/DIESEL

STANDARD
AUTOMATIC
HEADLAMPS

AVAILABLE
3" FRONT BUMPER
EXTENSION HELPS
PROTECT HOOD AND
HEADLAMPS

BEVERAGE
DELIVERY
PACKAGE

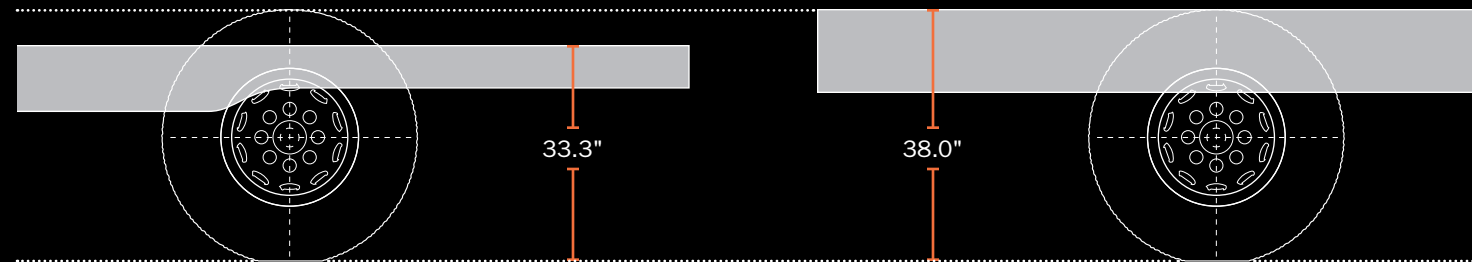


F-750 Gas Regular Cab in Blue Jeans with available and aftermarket upfit equipment.

Thanks to the relatively low ground-to-top-of-frame height on its kick-up frame, F-650 Pro Loader® is well-suited for ambulance and emergency service applications that require a low and flat loadfloor with no interior encroachment. Serviceable and nonserviceable sections of the rugged 9" frame are joined with Huckbolt® fasteners for durability. And all Pro Loader models can be equipped with available electronic stability control¹. 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.²
GCWRs: 37,000 lbs. (Gas) / 50,000 lbs. (Diesel)
Rear axle ratings up to 17,500 lbs.²

GROUND-TO-TOP-OF-FRAME HEIGHT



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-strength-steel alloy 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 is needed. Plus, electronic stability control¹ is available on all Straight Frame trucks.

GVWRs: 26,000 – 33,000 lbs.² (Gas) / 26,000 – 37,000 lbs.² (Diesel)
GCWRs: 37,000 lbs. (Gas) / 50,000 lbs. (Diesel)
Rear axle ratings up to 26,000 lbs.²

¹Remember that even advanced technology cannot overcome the laws of physics. It's always possible to lose control of a vehicle due to inappropriate driver input for the conditions.
²Weight restrictions vary by model.

F-650/F-750 TRACTOR

DIESEL

Get ready to redefine tractor pull. For vocational applications like beverage delivery and moving and storage, Built Ford Tough® F-650 and F-750 tractors are made 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 750 lb.-ft. An available rear air suspension helps smooth out the rough spots. With available in-factory 5th-wheel frame-rail drilling, your tractor is ready to support plates and other mounting equipment for fixed 5th wheels. And standard air brakes with traction control 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.¹

GCWR: 50,000 lbs.

Rear axle ratings up to 26,000 lbs.¹



A SOLID FOUNDATION

A high-strength, heat-treated alloy steel frame, long front leaf springs, double-acting front shock absorbers, and an available front stabilizer bar help F-650 and F-750 tractors deliver a smooth, comfortable ride while maintaining capability.

A CHOICE OF POWER

The standard 6.7L Power Stroke V8 Turbo Diesel engine delivers a max. 270 horsepower and 700 lb.-ft. of torque. Max. engine outputs of 300 hp and 725 lb.-ft. of torque, and 330 hp and 750 lb.-ft. of torque, are also available.

A VISIBLE DIFFERENCE

Enhance your rearward visibility with a choice of 96" – or available 102" – wide sideview mirrors to handle different trailers. Available power-adjustable mirrors include a heat feature that can warm the surface to keep the mirrors clear in icy conditions.

READY AND STABLE

The standard brake system on F-650 and F-750 tractors includes electronic stability control² and traction control. An available new Driver Assist Technology Package for tractor models includes Pre-Collision Assist with Automatic Emergency Braking; Lane Departure Warning; Adaptive Cruise Control; and Auto High-Beam Headlamps.

AVAILABLE
REAR AIR
SUSPENSION
AND
FRONT
FENDER-MOUNTED
MIRRORS

STANDARD
AIR BRAKE SYSTEM
AND
ENGINE EXHAUST
BRAKE

F-750 Diesel Tractor Crew Cab in Tangier Orange with available and aftermarket upfit equipment. ¹Weight restrictions vary by model. ²Remember that even advanced technology cannot overcome the laws of physics. It's always possible to lose control of a vehicle due to inappropriate driver input for the conditions.

FORWARD THINKING. ALL AROUND.

The low cab height on all of our trucks makes for easy over-the-cab upfits. Available front fender-mounted mirrors offer the driver additional visibility along the right side or both sides of the truck for confident maneuvering. There's also an available air dryer alternate mount 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. Inside, an available supplemental cab heater provides additional warmth through the vehicle HVAC system when coolant temperatures are low. We begin with the end in mind – ease of upfitting – whatever your line of work.

34" STANDARD FRAME WIDTHS

define the chassis of every Ford F-650 and F-750. This measurement helps enable easy upfitting.

AVAILABLE CUSTOM FRAME-RAIL DRILLING

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.

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

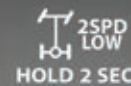
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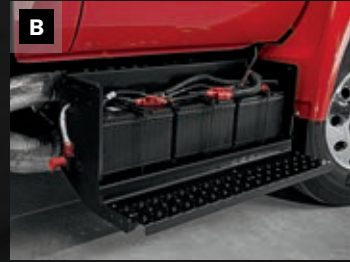
YOUR CHOICE OF 36 CAB AND CLEAN CA COMBINATIONS from 72" to 207." With 13 Regular Cab, 12 SuperCab and 11 Crew Cab CA options, our Built Ford Tough® medium-duty trucks are some of the most adaptable upfit vehicles on the road.



AVAILABLE
**2-SPEED
REAR AXLE**
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 functionality and maximum road speed from the axle's high range. F-750 Diesel only.



A DIESEL ENGINE FUEL TANK CHOICES begin with 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 the available 115-gal. dual rectangular aluminum fuel tanks (65-gal. on left/50-gal. on right). Diesel models also feature a standard 8-gal. DEF tank.

B MOTORCRAFT® BATTERIES (shown with battery cover removed) run from 750 to 900 cold-cranking amps (CCA) depending on engine choice and model variations with up to an available 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 switchback to torpedo to an available under-cab switchback style with vertical exit.

D AVAILABLE BODY-BUILDER WIRING HARNESS to end-of-frame options designed to reduce the amount of wiring for upfitters to route.

E AVAILABLE ENGINE BLOCK HEATER helps the engine achieve proper operating temperature faster by warming the coolant. This aids in quicker lubrication inside the engine, especially when the temperature drops.

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 an available 14,000 lbs. Rear axle ratings vary from 13,500 to an available 26,000 lbs.

RENOVATED FOR YOU AND THE CREW.

Thanks to an updated instrument panel and center stack, and a new standard tilt/telescoping 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 available air-ride seats, both driver and front passenger can find their optimal fit using the adjustable lumbar supports and seat cushion positions (manual fore/aft and recline adjustment).

A touch of a button and the sound of your voice is all it takes to make and take calls with our standard Bluetooth® voice-activated radio technology and a compatible mobile phone.¹ It can also play music from a compatible device. Plus, you'll find a 12V powerpoint, an available 110V/150W AC power outlet² for recharging your tools, and USB/USB-C ports for recharging other devices. All in a comfortable cabin that's surprisingly quiet.

To get help optimizing your fleet, choose available Ford Telematics fleet management software from Ford. How does it work? Your vehicles produce informative data from each journey. This data, driven through Ford Telematics, helps you effortlessly monitor your vehicles to understand where they go, how they're used, and how well they're running. These actionable insights can give you more time to focus on the rest of your business. You can also use available Ford Data Services to access Ford generated vehicle data with other fleet systems or telematics service providers. We can help you get the data you need the way you prefer. Learn more at [commercialsolutions.ford.com](https://www.commercialsolutions.ford.com).

READY WITH AN ASSIST.

From stockyard to highway to work site, available new driver-assist features³ on the 2021 Ford F-650/F-750 medium-duty trucks are engineered to help improve driver confidence and fleet performance, plus help to protect your investment in the field. Your hydraulic or air brake-equipped trucks can be outfitted with an available Driver Assist Technology Package to add this important level of equipment to your fleet of vehicles.

DRIVER ASSIST TECHNOLOGY PACKAGE



PRE-COLLISION ASSIST WITH AUTOMATIC EMERGENCY BRAKING

By scanning the road ahead, this feature can alert you to potential collisions with vehicles detected in your path. If an impact is imminent and you don't take action, brakes can apply automatically.⁴ It's designed to only activate when needed.



LANE DEPARTURE WARNING

When this system's forward-facing camera detects the truck crossing a lane marking without the driver using the turn signal, it provides an audible alert and a visual display in the instrument cluster.



AUTO HIGH-BEAM HEADLAMPS

Sound familiar? You turn on high beams entering a dark stretch of road – then forget to turn them off as traffic approaches. Auto High-Beam Headlamps can detect poor lighting and switch them on for you. They can also sense oncoming headlamps and dim automatically for other drivers.



ADAPTIVE CRUISE CONTROL (ACC)

Get help keeping pace on your journey. Adaptive Cruise Control can maintain your selected speed and preset gap from the vehicle in front of you. If traffic ahead slows, your truck slows. And when traffic clears, it can resume your set speed. ACC is only available on diesel trucks equipped with available air brakes.

AVAILABLE

Restrictions apply. See Specifications pages and your dealer for details.

¹Don't drive while distracted. Use voice-operated systems when possible; don't use handheld devices while driving. ²Restrictions apply. ³Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. ⁴Pre-Collision Assist with Automatic Emergency Braking does not replace safe driving. See owner's manual for system limitations.

STANDARD FEATURES:

MECHANICAL

GAS ENGINE MODELS

- 7.3L PFI V8 engine
- 12V Denso® starting motor
- Air cleaner with heavy-duty filter
- Alternator – 210-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: 270/700 [99C], 300/725 [99E], and 330/750 [99X])
- 12V Comstar® starting motor
- 8-gal. diesel exhaust fluid (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)
- Donaldson® single-element air cleaner with restriction indicator
- Engine exhaust brake
- Exhaust – Single, switchback-style, horizontal; frame-mounted right rail under cab with outside-of-frame-rail rear exit
- Fuel/water separator
- Manual regeneration initiation (driver interface in productivity screen)

GAS & DIESEL ENGINE MODELS

- Ford TorqShift® HD 6-speed automatic transmission (without PTO provision)
- BorgWarner viscous fan clutch
- 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), and traction control (n/a on Tractor)
- Driveshaft – Dana base
- Engine coolant with extended-life Phosphate Organic Acid Technology (POAT), and –40°F freeze-protection rating
- Front parabolic-taper leaf springs with double-acting shock absorbers
- Gear shift interlock key¹
- Radiator – Aluminum with in-tank transmission cooler
- Rear suspension with multi-leaf rear springs
- SAE blade-type fuses
- Telematics modem – Vehicle connectivity system
- 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)
- 65-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 Bluetooth® capability, clock and 2 speakers
- One (1) 12V powerpoint and one (1) dual USB/USB-C charger port
- 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), tachometer, indicator lights and 8" LCD productivity screen
- Glove box in right-hand instrument panel
- Intelligent Oil-Life Monitor®

- Left-/right-hand front-window demisters
- Manual tilt/telescoping steering column
- Molded cloth headliner
- Multifunction, non-canceling turn signal switch (Tractor)
- Multifunction, self-canceling turn signal switch (n/a on Tractor)
- Rear-mounted dome lamp with integral map lights (Regular Cab and 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 Cab¹
- Automatic headlamps
- 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 – Black-painted, composite
- 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 trailer air lines and electrical harness manager (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

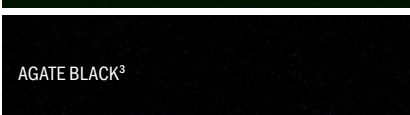
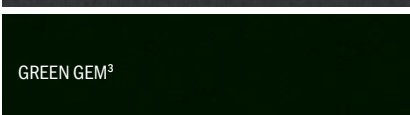
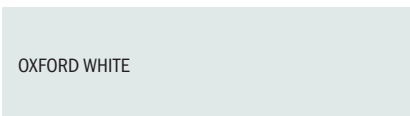
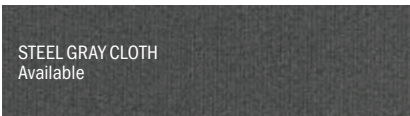
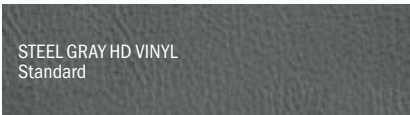
- Belt-Minder® safety belt reminder (chime and flashing warning light on instrument panel if driver's safety belt isn't buckled)
- Electronic stability control¹ (Tractor)
- Emergency flashers – 4-way
- Safety belts – Color-keyed with fixed D-rings on outboard seating positions (Regular Cab)²
- Safety belts – Color-keyed with adjustable D-rings on front-outboard seating positions (SuperCab and Crew Cab)²

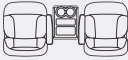
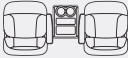





Standard dual USB/USB-C charger port



Standard upfitter switches on diesel



SEATING	SEAT SUSPENSIONS	
	DRIVER	PASSENGER
 <p>STANDARD FRONT 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>OPTIONAL FRONT 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
 <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
<p>STANDARD REAR 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)</p>		
<p>OPTIONAL REAR Rear-seat delete (SuperCab and Crew Cab)</p>		
<p>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.</p>		

Colors are representative only. See your dealer for actual paint/trim options. ¹Restrictions may apply. See your dealer for details. ²Always wear your safety belt. ³Metallic.

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) ¹
EmGard 75W-90 synthetic lubricant

AIR SUSPENSION – REAR (DIESEL)

Air suspension ¹ – 12,000-lb., 19,000-lb. or 21,000-lb. capacity (F-650)
Air suspension ¹ – 21,000-lb. or 23,000-lb. capacity (F-750)
Air suspension dump valve
Single or 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) ¹
Air dryer – Bendix AD/IS® with heater mounted inboard on left frame rail back of cab (diesel)
Air dryer – Bendix AD/IS with heater mounted outside left frame rail close to cab ¹ (diesel; Regular Cab)
Electronic stability control (ESC) ^{1,2} for both hydraulic and air brake-equipped models

TRAILER CONNECTIONS

4-wheel trailer Air Brake Package (includes air lines to rear of frame, hand control valve and tractor protection valve; diesel; n/a on Tractor) ¹
7-way trailer connection socket ¹
Mounted at rear of frame, for combined trailer stop/tail/turn/ marker lamp circuits (n/a on Tractor) ¹
Mounted at rear of frame, for separate trailer stop/tail/turn/ marker lamp circuits (n/a on Tractor) ¹
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) ¹
Mounted at rear of frame, wired for turn signals separate from stop (compatible with trailers that have amber or side turn lamps with independent stop/turn; diesel only; n/a on Tractor) ¹

FUEL TANKS

(FRAME-MOUNTED ON LEFT SIDE)

GAS

65-gal. single rectangular steel (Regular Cab and SuperCab)

DIESEL

55-gal. single rectangular aluminum (Regular Cab; n/a on Pro Loader)
65-gal. single rectangular aluminum (Regular Cab)
115-gal. dual rectangular aluminum (65-gal. left-hand tank and 50-gal. right-hand tank; n/a on Tractor)

ENGINE EQUIPMENT

Active regeneration control (diesel)
Engine block heater
Engine idle shutdown timer with 5-, 10-, 15- and 20-minute options
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 ¹

ELECTRICAL

Body-builder wiring to end of frame (n/a on Tractor)
Daytime running lamps
Electric, 102-decibel backup alarm ¹
Remote-mounted jump-start stud ¹
Taillamps delete (does not omit cable to end of frame; n/a on Tractor)

ALTERNATORS

Extra-heavy-duty, 240-amp, 12V Denso® ¹
Dual heavy-duty, 397-amp total, 12V Denso (gas)
Dual heavy-duty, 357-amp total, 12V Denso (diesel)

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

110V/150W AC power outlet ¹
Air conditioning delete; fresh air heater and defroster only ¹
Keyed-alike fleet order options ¹
Rapid-heat supplemental cab heater (diesel; standard in cold weather states) ¹
Rearview mirror

Remote Keyless Entry System with 2 key fobs ¹
SecuriLock® Passive Anti-Theft System ¹
Upfitter Interface Module (UIM)
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 productivity screen)

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 ¹ (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 ¹

FRAME

5th-wheel frame-rail drilling (Tractor)
Frame-rail drilling to support aftermarket installation of 4x4 conversion
Frame-rail drilling to support special fuel tanks for Roush® CNG/propane gaseous engine prep conversion (Straight Frame gas)
Frame reinforcement (F-750 only; n/a on Tractor) ¹
Integral front frame extension – 20" in front of grille ¹

GRILLE

Fixed, black-painted composite

LAMPS

Roof marker/clearance, clear lenses (5)
Roof marker/clearance delete (n/a on Tractor)

MIRRORS

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

Black, dual rectangular, power-adjustable/manually folding and heated with integrated spotter mirrors, sail-type, 102"-wide spacing¹

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 spacing¹

Chrome caps, dual rectangular, power-adjustable/manually folding and heated with integrated spotter mirrors, sail-type, 102"-wide spacing¹

Front fender-mounted mirrors – Driver and passenger side

Front fender-mounted mirror – Passenger side only

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 spacing¹

MUD FLAPS

Mud flaps – Rear ¹
Mud flap holders – Rear, without flaps



Steel Gray HD vinyl seating.

¹Restrictions may apply. See your dealer for details. ²Ordered units only; requires special build requirement for the final body upfit center of gravity height.

WHEELBASE / CAB-TO-AXLE OPTIONS (in.)

	PRO LOADER® F-650 Gas & Diesel	STRAIGHT FRAME		TRACTOR
	F-650 Gas & Diesel	F-650 Gas & Diesel	F-750 Gas & Diesel	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			

DIMENSIONS (in.)

	Regular Cab	SuperCab	Crew Cab
Overall height (at curb) ¹	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	95.0	109.5
Back of cab to center of rear axle	72.0 - 207.0	72.0 - 207.0	72.0 - 168.0

WHEELS & TIRES S: Standard O: Optional

	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	
WHEELS (in.)									
19.5 x 6.75 8-lug white powder-coated steel	S	S	O	O	-	-	-	-	
19.5 x 6.75 Alcoa® aluminum 8-lug Clean Buff w/Dura-Bright® seal on both sides	O	O	O	O	-	-	-	-	
19.5 x 7.5 10-lug white powder-coated steel	-	O	-	O	-	-	-	-	
19.5 x 7.5 Alcoa aluminum 10-lug polished w/Dura-Bright seal on both sides	-	O	-	O	-	-	-	-	
22.5 x 8.25 10-lug white powder-coated steel	-	-	S	S	S	S	S	S	
22.5 x 8.25 Alcoa aluminum 10-lug bright polished w/Dura-Bright seal on both sides ²	-	-	O	O	O	O	O	O	
22.5 x 8.25 10-lug black	-	-	O	O	O	O	O	O	
TIRES³									
245/70R19.5G	S	S	O	O	-	-	-	-	
245/70R19.5H	O	O	O	O	-	-	-	-	
265/70R19.5G	O	O	O	O	-	-	-	-	
11R22.5G	-	-	S	S	S	S	S	S	
11R22.5H	-	-	O	O	O	O	O	O	
255/70R22.5H	-	-	O	O	O	O	O	O	
275/80R22.5G	-	-	O	O	O	O	O	O	
275/80R22.5H	-	-	O	O	O	O	O	O	
295/75R22.5H	-	-	O	O	O	O	O	O	
295/80R22.5H	-	-	-	-	O	O	-	O	



White Powder-Coated Steel



Alcoa Dura-Bright Polished Aluminum



Black


FRAMES S: Standard O: Optional

FRAME ORDER CODE	533	534	535	536	537	538 ⁴	539	536 + 41R
AVAILABILITY								
Pro Loader - F-650 Gas & Diesel	-	-	-	-	S	-	-	-
Straight Frame - F-650 Gas & Diesel	O	S	O	O	-	O	-	-
Straight Frame - F-750 Gas & Diesel	-	-	S	O	-	O	O	O
Tractor - F-650/F-750 Diesel	-	-	-	S	-	-	-	-
SPECIFICATIONS								
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	1,211,200	1,701,600	860,000	2,037,600	2,413,200	3,580,800

WEIGHT RATINGS (lbs.) S: Standard O: Optional

	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
AXLES								
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)
SUSPENSIONS								
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) 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)
GVWR RANGE								
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
GCWR								
	37,000	50,000	37,000	50,000	37,000	50,000	50,000	50,000
CURB WEIGHT RANGE (with standard brakes)								
Minimum	8,748	9,407	8,912	9,669	9,239	10,040	10,067	10,187
Maximum	9,527	10,186	10,419	11,173	10,743	11,592	10,862	10,982

¹Height measurements may vary with tire. ²Rear outer wheel only - inner wheel is steel. ³Due to industry-wide tire availability shortages, tire substitutions may be required at time of vehicle production. ⁴Restrictions may apply. See your dealer for details.



A-pillar grab handle assists with ingress and egress
Standard



Cab steps and grab handles help drivers enter and exit securely
Standard



Dual manual-folding, heated, sail-type mirrors include integrated spotter mirrors and can reach up to 102" wide
Available

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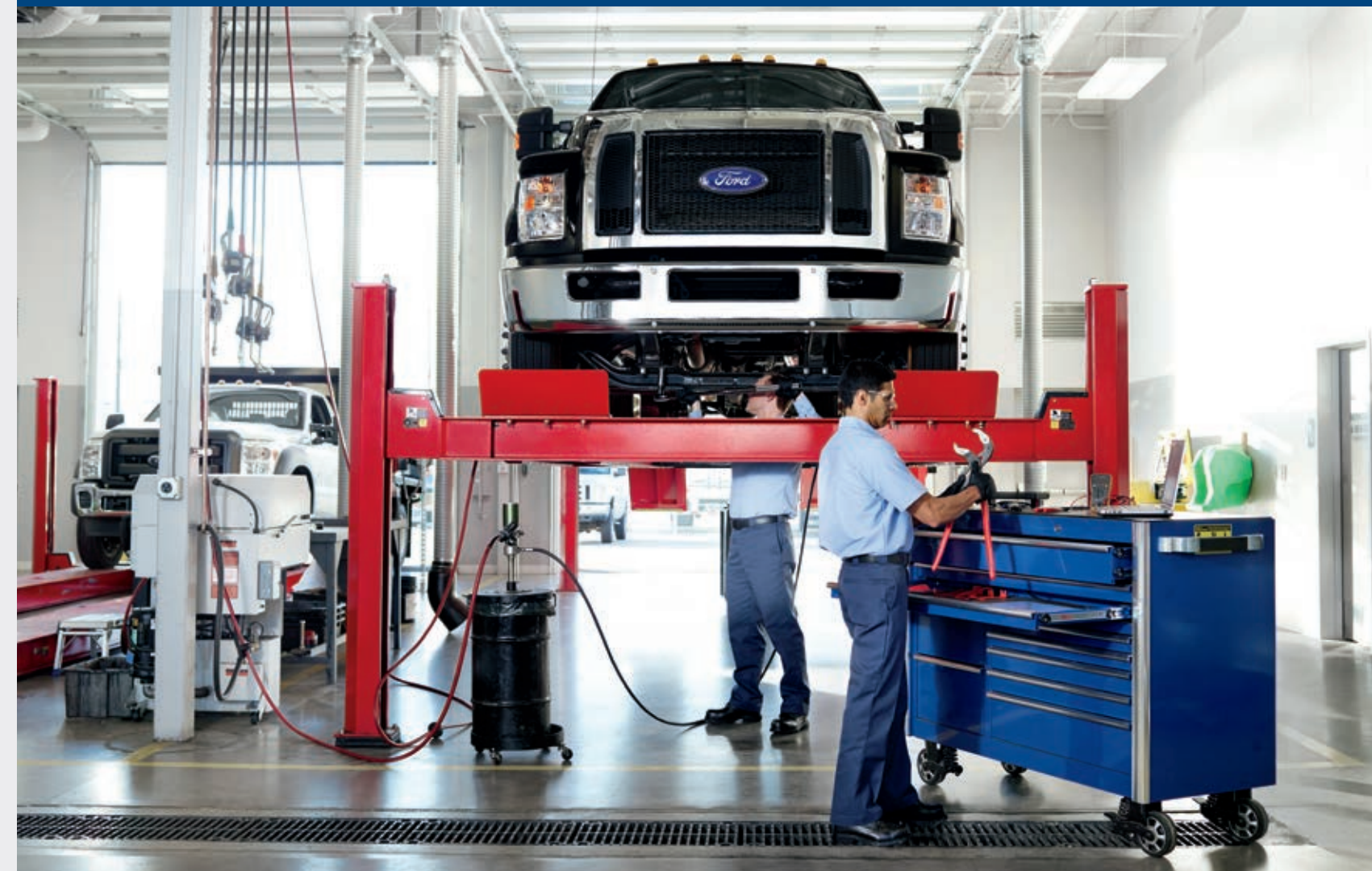
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Comparisons based on competitive models (Class 6-7 Conventional Chassis Cabs based on Ford segmentation), publicly available information and Ford certification data at time of release. Vehicles may be shown with optional and aftermarket upfit equipment. Features may be offered only in combination with other options or subject to additional ordering requirements/limitations. Dimensions and capacity ratings shown may vary due to optional features and/or production variability. Information is provided on an "as is" basis and could include technical, typographical or other errors. Ford makes no warranties, representations, or guarantees of any kind, express or implied, including but not limited to, accuracy, currency, or completeness, the operation of the information, materials, content, availability, and products. Ford reserves the right to change product specifications, pricing and equipment at any time without incurring obligations. Your Ford Dealer is the best source of the most up-to-date information on Ford vehicles. Body manufacturers are responsible for compliance certification of the completed vehicle. The Ford New Vehicle Limited Warranty and any government certification made by Ford shall cover only the vehicle as manufactured by Ford and shall not extend to any addition, modification or change of or to the vehicle by the Ford Authorized Pool Account.

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6.7L DIESEL POWERTRAIN WARRANTY¹ 5 Years/250,000 Miles (or 10,000 Engine Hrs., whichever comes first)

7.3L GAS POWERTRAIN WARRANTY¹ 5 Years/100,000 Miles (or 4,000 Engine Hrs., whichever comes first)

BODY CORROSION-PERFORATION WARRANTY¹ 36 Months/Unlimited Mileage

BASIC WARRANTY¹ 24 Months/Unlimited Mileage

ROADSIDE ASSISTANCE PROGRAM¹ 24 Months/Unlimited Mileage

¹See your Ford Dealer for details and a copy of all limited warranties.



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around the globe, we work with pride. We build with care.
For you – and your family. By everyone in ours.

¹Made in the USA with domestic and foreign parts.