



Dodge Sprinter

- » New design for 2007
- » Light duty cutaway modification of Mercedes-Benz van
- » 11,030 lb. GVWR
- » 3.0L V6 diesel engine
- » 5-speed automatic transmission
- » Non-standard frame design is 39.2 in. wide near cab and 30.2 in. wide at rear axle
- » 144.3-in. and 170.3-in. WB
- » Car-type strut front suspension
- » Van bodies available with gasoline engine, but it's not available on the chassis cab
- » Sprinter also sold as Freightliner once again

NPR/W3500 Advantages over Dodge Sprinter 3500 Chassis Cab

- Tilt cab design allows easy servicing of engine vs. non-tilt design of Sprinter with limited engine access
- Room for 3 people in cab vs. only 2 in Sprinter standard, optional 3-passenger
- More maneuverable N/W design can turn circle in 45.3 ft. vs. 54.6 ft. for Sprinter with same 16-foot body capacity
- Fold-down center seat with work-ready surface vs. optional center seat
- Much more powerful diesel engine (205 hp and 441 lb.-ft. torque vs. 154 hp and 280 lb.-ft. of torque) moves heavy loads fast
- Available powerful and efficient-gasoline engine vs. no available gasoline engine
- Choice of four available wheelbase/CA lengths vs. two available wheelbase/CA lengths allows N/W to handle many more customer needs
- N/W can handle bodies up to 20 ft. long vs. 16 ft. max. for Sprinter
- Standard width and design frame allows use of many existing and available bodies vs. unusual 39.2/30.2-in. frame width on Sprinter. Sprinter also has lightweight boxed frame design that may interfere with body mounting
- Unlimited mileage 3-year basic warranty vs. 36,000-mile basic 3-year warranty
- Rugged 6830 lb. I-beam front axle stands up to hard commercial use vs. MacPherson strut-type automotive front suspension on Sprinter with 4080 lb. standard capacity
- Heavy-duty 11,020 lb. rear axle capacity vs. 7720 lb. rear axle capacity on Sprinter
- Road-ready body program vs. no factory-order body program
- 6-speed Aisin automatic vs. 5-speed Mercedes automatic adds wide range of gear ratios and true commercial strength
- N/W series is easy to service with tilt-cab design. Sprinter design has limited engine access, potentially increasing service costs
- N/W truck product information is widely available and includes all common commercial data. Sprinter product information is limited and doesn't include specifications for the frame or other typical commercial data
- Isuzu/GM commercial dealers have the retail tools needed to meet commercial customer needs vs. Dodge dealers with very small commercial markets and experience
- NPR/W3500 weighs approximately 1000 lb. more than Sprinter due to heavier frame, engine, transmission and suspensions needed for commercial use. With its higher GVWR, NPR/W3500 has comparable payload to Sprinter 3500, but with long-lasting commercial-grade components



Ford E-350/E-450

- » E-350 competes against NPR/W3500; E-450 competes against NPR-HD/W4500
- » 3 wheelbase choices on E-350; 2 WB on E-450
- » 10,700 lb. GVWR on short WB E-350, 11,500 lb. GVWR on long WB E-350; 14,500 lb. GVWR on E-450
- » 5.4L V8 gas standard; 6.8L V-10 gas optional;
- » 6.0 V8 diesel
- » New front-end appearance and dash for 2008
- » Automatic transmission only
- » Room for only 2 people — no center seat
- » No tilt cab — difficult engine accessibility

NPR/W3500 and W4500/NPR-HD Advantages over Ford E-350/E-450 Super Duty

- More available wheelbases to meet customer needs (109, 132.5, 150 and 176 in. vs. 138, 158 and 176 in.)
- Maximum effective CA of 147 in. vs. 118 in. CA for E-Series. N-/W-Series can accommodate bodies to 20 ft. in length vs a maximum 16 ft. on E-Series
- Built from the ground up as a commercial vehicle for a long life (E-350/E-450 is a cutaway van or stripped chassis)
- Higher GVWR helps meet commercial needs (12,000 lb. vs. 10,700 lb. or 11,500 lb.; 14,500 vs. 14,050 lb.)
- Higher front-axle capacity (6830 lb. vs. 4600 lb.) stands up to rugged commercial use
- Higher front GAWR (4700 lb. vs. 3900 lb. for gas engine NPR/W3500 or 5360 lb. for NPR-HD/W4500) helps meet commercial needs
- Tilt cab allows easy engine access (limited engine access on E-350/E-450 Super Duty)
- Tighter turning diameter (curb-to-curb) for comparable cab-to-axle ratio (33.5 ft./109.0 in. WB vs. 47.9 ft./138.0 in. WB) improves maneuverability
- Reverse Elliot I-Beam front axle is strong and maintains alignment for reduced tire wear (Twin I-Beam with coil springs on E-350/E-450 vary wheel camber, causing excess tire wear and alignment problems)
- Wider door opening for easy entry and exit (85° vs. 70°)
- Durable tricote breathable woven seat material is comfortable and long lasting (solid vinyl on E-350/E-450 Super Duty)
- Standard tilt and telescopic steering column contributes to driver comfort (tilt-only steering wheel on E-350/E-450)
- Grab handle to assist entry and exit contributes to safety on the job (not available on E-Series)
- 6-speed automatic (with diesel) vs. 5-speed helps improve performance and efficiency
- Longer scheduled maintenance intervals helps reduce downtime and service costs (every 10,000 mi. vs. every 5,000 mi.)
- Reliable Isuzu diesel engine. Ford uses 6.0L Powerstroke diesel engine on E-Series
- Higher frame yield strength contributes to durability (44,000 psi vs. 36,000 psi)
- Higher frame section modulus helps meet commercial needs (7.20 cu. in. vs. 5.73 cu. in.)
- Higher RBM is a measure of the total advantage in frame strength over the E-350/E-450 (316,800 lb.-ft./in. vs. 206,280 lb.-ft./in.)
- 3-passenger seating with fold-down passenger seats vs. 2-passenger seating with no fold down seatbacks
- Straight, flat frame rails for easy body installation vs. E-Series frame that wraps over rear axle, requiring additional equipment for body installation



Ford LCF/ International CF 500

- » Sold by Ford and International
- » Mazda cab on International frame
- » 16,000 lb. GVWR on Ford L45 and International CF 500. 15,000 lb. option on Ford only
- » 4.5L V6 diesel only
- » 4 wheelbase choices
- » No crew cab available
- » No gas engine available
- » Range of cab colors
- » Ford 5-speed automatic transmission only
- » Standard 34-inch frame width

NPR/W3500 and W4500/NPR-HD Advantages over Ford LCF/International CF 500

- Reliable truck gas engine available on NPR-HD/W4500 for lower initial cost and high power output (not available on Ford LCF or International CF)
- Lightweight gasoline engine reduces truck weight. NPR-HD/W4500 with gasoline engine weighs half a ton less than Ford LCF/International CF. This allows 14,500 lb. GVWR NPR-HD/W4500 to have payload only 500 lb. less than 16,000 lb. GVWR Ford/International
- Well-proven Isuzu diesel truck engine vs. International-sourced V6 diesel that has limited service history in any vehicle
- Longer diesel engine warranty, 3 years/unlimited miles vs. 3 years/150,000 miles
- Longer base warranty, 3 years/unlimited miles vs. 2 years/unlimited miles for Ford LCF and International CF
- Wider door opening for easy entry and exit (85° vs. 65°)
- Durable tricote breathable woven seat material is comfortable and long lasting (cloth seat standard on Ford and International, with optional vinyl)
- Larger cab contributes to driver and passenger comfort. Ford/International cab has 5-in. shorter BBC and a narrower cab
- Wider shoulder room in new cab (72 in. vs. 66 in.) adds to comfort when carrying three passengers
- LCF has restricted room between brake and throttle pedal and the engine cover, which interferes with driving safety. New, larger N/W cab provides plenty of room for driver control and safety
- Fold-down passenger's seat and center seat with tray standard, providing additional convenience (Ford and International have folding center seat only)
- Standard daytime running lamps contribute to safety. Optional on Ford LCF and International CF
- 6-speed Aisin automatic transmission vs. 5-speed Ford automatic transmission, for durability and performance
- 9-inch-longer maximum wheelbase can maintain proper weight balance with heavier aft body payloads
- Standard engine exhaust brake with diesel engine (not available on Ford or International)
- Larger outside mirrors (16 inches tall vs. 11.5 inches) contributes to driver's visibility and safety
- Greater cab tilt (45° vs. 40°) provides additional room when servicing vehicle, for faster, easier service
- Engine shut-down system, with or without engine hour meter, contributes to reduced operating costs (not available on Ford or International)
- Overhead cam engine design reduces reciprocating mass for engine efficiency and enables full cylinder water jackets for long-term engine durability
- Precision machined fit dry cylinder liners on Isuzu diesel engine allow efficient engine rebuilding for extreme mileage customers. International engine is a parent bore design



Sterling 360 and Mitsubishi Fuso FE125/FE145

- » Mitsubishi Fuso sells a full line of low cab forward trucks covering the same weight categories and customer needs as the new N/W-Series trucks
- » Sterling sells this as the 360
- » FE125 is 12,500 lb. GVWR competing against NPR/W3500
- » FG140 is a 14,050 lb. GVWR 4WD version of FE125
- » FE145 is 14,500 lb. GVWR competing against NPR-HD/W4500
- » No gas engine available in any Mitsubishi Fuso or Sterling
- » 33.1 in. frame rail width
- » 5-year/175,000-mile powertrain warranty

NPR/W3500 and W4500/NPR-HD Advantages over Sterling 360 and Mitsubishi Fuso FE125/FE145

- Available gas engine has more than twice the power of standard Mitsubishi diesel and offers lower initial cost and lighter weight for greater payload (gas engine not available on FE125/145/360)
- More available wheelbase choices on lightest GVWR model (4 for N/W vs. 3 for FE125) to meet customer needs
- Longer available wheelbase (176.0 in. vs. 154.2 in. on FE125 or 164.2 on FE145) with longer available CA allows NPR/W3500 to carry longer bodies
- Higher torque output (441 lb.-ft. vs. 391 lb.-ft.) improves load carrying and towing
- Higher horsepower output (205 hp on N/W diesel vs. 185 hp) helps get work done faster
- Tighter turning diameter (curb-to-curb) for comparable cab-to-axle (33.5 ft./109.0 in. WB vs. 35.1 ft./114.6 in. WB) improves maneuverability
- Higher front-axle capacity (6830 lb. vs. 5510 lb.) contributes to durability
- Longer, more comprehensive roadside assistance helps customer manage possible service costs (36 months/unlimited mileage vs. 24 months/unlimited mileage, towing only on FE)
- Higher rear-axle capacity contributes to durability in commercial operation (11,020 lb. vs. 9880 lb.)
- Taperleaf front springs contribute to ride quality and durability (multileafs used on FE140/145 and Sterling 360)
- Wider door opening for easy entry and exit (85° vs. 70°)
- Higher level of standard equipment with cruise control and air filter restriction gauge. These are not available on FE/360
- All-season front and rear radial tires provide optimum mix of traction and mileage (highway-front and traction-rear radials on FE)

Why Choose a Gasoline Engine?

The N/W-Series gas engine is an important competitive advantage because:

- It's lighter, increasing payloads approximately 1000 lb.
- It's less expensive, saving about \$7000 from the list price of any diesel truck
- It's powerful and easy to drive
- It's easy and inexpensive to service
- It's rugged and reliable with a proven history
- It comes with a standard automatic transmission
- It's the right choice for customers who drive less than 30,000 mi. per year



Nissan UD 1300/1400

- » Nissan UD sells a full line of low cab forward trucks covering the same weight categories and customer needs as the N/W-Series trucks
- » UD 1300 is 13,000 lb. GVWR competing against W3500
- » UD 1400 is 14,250 lb. GVWR competing against W4500
- » No gas engine available on any Nissan UD truck
- » No manual transmission available on Nissan UD 1300/1400
- » Narrow 29.5-inch frame
- » UD 1300 not available in CA and NE states

NPR/W3500 and W4500/NPR-HD Advantages over Nissan UD 1300/1400

- Available gas engine is much more powerful than Nissan UD diesel and offers lower initial cost (not available on 1300/1400)
- Wider cab for driver and passenger comfort on NPR/NPR-HD and W3500/4500
- More available wheelbases to meet customer needs (109.0 in., 132.5 in., 150.0 in. and 176.0 in. vs. 108.9 in., 131.9 in. and 149.4 in. for Nissan UD)
- Longer available wheelbase (176.0 in. vs. 149.4 in.) allows NPR/W3500 and NPR-HD/W4500 to accommodate bodies to 20 ft. in length (only to 18 ft. on Nissan UD 1300/1400)
- Higher front-axle capacity (6830 lb. vs. 6170 lb.) contributes to durability
- Taperleaf front springs contribute to ride quality and durability (multileafs used on Nissan UD 1300/1400)
- Higher frame section modulus can help eliminate the need for reinforcements (7.20 cu. in. vs. 6.29 cu. in.)
- Tighter turning diameter (curb-to-curb) for comparable cab-to-axle ratio (33.5 ft./109.0 in. WB vs. 34.8 ft./108.9 in. WB), for greater maneuverability
- Higher power diesel engine (205 hp vs. 175 hp) greatly enhances performance
- Higher torque output (441 lb.-ft. vs. 347 lb.-ft.), for carrying heavy loads
- Larger windshield area provides greater visibility (2,245 sq. in. of glass vs. 1,900 sq. in. for Nissan)
- Fully adjustable driver's seat with 8.5 in. of fore-aft adjustment (6.5 in. adjustment on UD 1300/1400) contributes to driver comfort
- Standard cruise control vs. no cruise control available
- 6-speed automatic transmission vs. 4-speed automatic transmission provides greater gear range for acceleration and fuel economy
- All-season front and rear radial tires provide optimum mix of traction and mileage (highway-front and traction-rear radials on Nissan UD 1300/1400)
- Longer warranty on frame can contribute to lower cost of ownership (60 months/unlimited mileage vs. 36 months/unlimited mileage)
- Fold-down passenger's seat and fold-down center seat with tray adds convenience (passenger seat does not fold on Nissan UD 1300/1400)
- Standard air filter restriction gauge simplifies maintenance. NA on UD
- Storage pockets on doors and behind driver's seat vs. none on Nissan UD 1300/1400

Specifications	NPR/NPR-HD W3500/4500	Dodge Sprinter 3500	Ford E-350/E-450	Ford LCF L45/ International CF500	Mitsubishi Fuso FE125/FE145 and Sterling 360	Nissan UD 1300/1400
GVWR, lb.	12,000/14,500	11,030	11,500/14,050	16,000	12,500/14,500	13,000/14,250
Engine type, diesel	SOHC I-4	DOHC V6	NA	OHV V6	DOHC 16-valve I-4	SOHC 16-valve I-4
Engine type, gas	OHV V8	NA	SOHC V8/V10	NA	NA	NA
Displacement, diesel	5.2L	3.0L	6.0L	4.5L	4.9L	4.7L
Displacement, gas	6.0L	NA	5.4L/6.8L	NA	NA	NA
HP, gas	325 @ 5000	NA	255/305 @ 4250	NA	NA	NA
Torque, gas	360 @ 4400	NA	350/420 @ 3250	NA	NA	NA
HP, diesel (MT)	NA	NA	NA	NA	NA	NA
HP, diesel (AT)	205 @ 2400	154 @ 3400	235	200 @ 2700	185 @ 2700	175 @ 2800
Torque, diesel (MT)	NA	NA	NA	NA	NA	NA
Torque, diesel (AT)	441 @ 1850	280 @ 1200	440	440 @ 1800	391 @ 1600	347 @ 1600
Clutch, in.	NA	NA	NA	NA	12.8	NA
Transmission, gas	4ODA GM	NA	5ODA Ford	NA	NA	NA
Transmission, diesel	6ODA Aisin	5ODA M-B	NA	5ODA Ford	6ODA Aisin	4ODA Aisin
Alternator, amp (gas)	110 (145)	180	115 (110)	135	100	90
Steering	18.8-20.9:1 power	R&P power	17:1 power	TRW power	22.6:1 power	power
Front axle, lb.	6830	4080 strut	5000 Twin I-Beam	6000	5510	6170
Front springs, lb.	8440 taperleaf	4080 monoleaf	4050/4600 coil	6000 taperleaf	5360 multileaf	4670/5360 multileaf
Rear axle, lb.	11,020	7220	7810/9450	11,000	9920	11,500
Rear springs, lb.	7950/9880 multileaf	7220 taperleaf	8350 multileaf	11,000 multileaf	9880 multileaf	8600/9880 multi
Wheels	16 x 6 in. 6-bolt ¹	16 x 5.5 in.	16 x 6 in. 8-bolt	19.5 x 6 in. 10-bolt	16 x 6 in. 5/6-bolt	16 x 6 in. 5/6-bolt
Tires	215/85R-16E ²	215/85R-16	215/75R-16E	225/70R-19.5F	215/85R-16	215/85R-16
Brakes, front	11.5/14.3 ³ in. disc	11.7 disc	13.03 in. disc	15.35 in. disc	dual-caliper disc	disc
Brakes, rear	12.6 x 2.95 in./ 12.6 x 3.94 in. ⁴ / 12.6 x 4.72 in. ⁵ (all drum rear brakes)	11.7 disc	12.9 in. disc	15.35 in. disc	dual-caliper disc	drum
Frame, psi	44,000	NA	36,000	50,000	51,200	44,000
Frame width, in.	33.5	39.2/30.25	34	34	33.1	29.5
Frame sec. mod.	7.2 cu. in.	NA	6.4 cu. in.	9.2 cu. in.	8.1 cu. in.	6.3 cu. in.
Frame RBM	316,800	NA	230,400	655,100	415,232	277,000
Battery, CCA (gas)	2x750 (1x750)	NA	(1x750)	2x825	2x799	2x622
Fuel tank, gal.	30 in-frame ⁶	25 in-frame	37 in-frame	40 in-frame	RH 33	RH 33
Seating	Driver & 2 pass.	2 buckets	2 buckets	Driver & 2 pass.	Driver & 2 pass.	Driver & 2 pass.
Mirrors, in.	6x16	6x9	7x8.5	6x11.5 + 8x6	7x10 + 3.5x6	6.5x11 + 5.8x4.3
Base warranty, diesel	3 yr./unl. mi.	3 yr./36,000 mi.	3 yr./36,000 mi.	2 yr./unl. mi.	3 yr./unl. mi.	3 yr./unl. mi.
Base warranty, gas	3 yr./36,000 mi.	NA	3 yr./36,000 mi.	NA	NA	NA
Engine warranty, diesel	3 yr./unl. mi.	7 yr./100,000 mi	5 yr./100,000 mi.	3 yr./150,000 mi. 3 yr./unl. mi. (Ford)	5 yr./175,000 mi.	3 yr./unl. mi.
Engine warranty, gas	3 yr./36,000 mi.	NA	3 yr./36,000 mi.	NA	NA	NA
AH	7.5	8.7	8.5	8.5	8.3	7.3
AW	65.6	60.9	69.4	62.1	65.6	65.0
BA	48.4	39.5	30.0	44.2	42.8	44.7
BBC	70.9	98.6	88.0	63.3	66.6	70.2
CW	65.0	63.7	77.7	62.7	65.4	60.6

¹ NPR-HD/W4500 Gas uses 19.5 x 6 in. 6-bolt.

² NPR-HD/W4500 Gas uses 225/70R19.5F.

³ NPR-HD/W4500 Gas.

⁴ NPR-HD/W4500 Diesel and NPR/W3500 Gas.

⁵ NPR-HD/W4500 Gas.

⁶ Optional 33 gal. side-mounted fuel tank on Diesel.

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WB/CA (effective)	109.0/80.0 132.5/103.5 150.0/121.0 176.0/147.0	144.3/85.2 170.3/111.2	138/70.0 158/90.0 176/108.0	115/86 137/108 149/120 167/138	114.6/86 134.3/105.7 152.4/123.8 164.2/147.4 (145)	108.9/83.4 131.9/106.4 149.4/123.9
WB/Turning diameter (curb-to-curb, ft.)	109.0/33.5 132.5/40.7 150.0/45.3 176.0/51.9	144.3/47.6 170.3/54.6	138/47.9 158/54.1 176/59.9	115/33.2 137/38.5 149/41.3 167/44.8	114.6/35.1 134.3/42.0 152.4/46.6 164.2/50.5 (145)	108.9/34.8 131.9/41.4 149.4/46.0
WB/CE/OL	109.0/129.6/200.5 132.5/153.1/224.0 150.0/170.6/241.5 176.0/196.6/267.5	144.3/134.3/239.6 170.3/164.3/269.5	138/138.5/237.4 158/158.5/257.4 176/158.5/256.5	115/133.7/205 113/147/213 137/155.5/221.5 137/171/237 149/167.5/234 149/195/261 167/213/279	114.6/161.7/227.2 134.3/181.3/246.9 148.0/199.4/265.0 164.2/211.3/288.6 (145)	108.9/133.0/203.2 131.9/156.0/226.2 149.4/173.5/243.7
WB/Body lengths	109.0/10,* 12 132.5/14 150.0/16, 18 176.0/20	144.3/10, 12, 13 170.3/14, 16	138/10, 11, 12 158/11, 12, 14 176/14, 16	115/10, 12 137/11, 12, 14 149/14, 16 167/16, 18	114.6/12 131.9/14 148.0/16 164.2/18 (145)	108.9/10, 12 131.9/14, 16 149.4/16, 18

*Gasoline only.

Standard Equipment

	NPR/HPR-HD W3500/W4500	Dodge Sprinter 3500	Ford E-350/E-450	Ford LCF L45/ International CF500	Mitsubishi Fuso FE125/FE145 and Sterling 360	Nissan UD 1300/1400
DEX-COOL	■ (gas)	NA	NA	■	NA	NA
Exhaust brake	■ (diesel)	NA	NA	NA	■	■
Tilt/tele. steering wheel	■	■	Opt. tilt	■	■	■
Tricot fabric	■	Std. fabric	Opt. fabric	Opt. fabric	fabric	fabric
Tilt cab	■	NA	NA	■	■	■
Folding center seat	■	Opt.	NA	■	■	Fixed
DRL	■	Opt.	Opt.	Opt.	■	■
Cruise control	■	Opt.	■	■	NA	NA
PTO prep.	■ (diesel)	NA	NA	■	■	■
Air conditioning	■ (gas)	■	■	Opt.	Opt.	■
Power windows	■	Opt.	Opt.	Opt.	■	■
Power door locks	■	■	Opt.	Opt.	■	■
Floor mat	■	NA	■	■	■	■
Tachometer	■	■	■	■	■	■
Convex mirrors	■	■	■	■	■	■

Optional Equipment

Engine block heater	■ (diesel)	■	■	■	■	■
Engine oil pan heater	■ (diesel)					
Air conditioning	■ (diesel)	Std.	Std.	■	■	Std.
AM/FM/CD	■	■	■ AM/FM Std.	■ AM/FM Std.	■	■
Air deflector	■					
Spare wheel	■ (Dealer installed)Std.			■	■	
Side-mount fuel tank	■ (diesel)			■	Std.	Std.
Engine Protect. System	■ (diesel)				■	
Hourmeter	■ (diesel)					
Backup alarm	■	■				
Chrome wheel sim.	■					
Heated mirrors	■	■				