

Two Motorhomes, One Drivetrain — Ford F-53 vs Freightliner XCS

Class A gas motorhomes — almost all run the Ford F-53. Class A diesel pushers — Freightliner XCS or Spartan K3. Different drivetrains, different ownership realities. Compare.

Ford F-53 — six-point-eight liter V10 gas, ten-speed transmission. Reliable, easy to service, parts at any Ford dealer. Pulls big hills slow, drinks gas, screams at highway RPM.

Freightliner XCS with Cummins ISL or ISC — diesel, air brakes, air suspension, rear-engine. Tows hills like they're not there. Higher acquisition cost, higher service cost, smoother ride, longer rated life.

Round one — purchase price. Ford gas Class A — one-hundred to one-eighty. Diesel pusher — two-fifty to seven-hundred-plus. Gas wins on entry.

Round two — fuel cost per mile. Gas — six to eight MPG. Diesel — eight to ten. Diesel wins by twenty-five percent on fuel cost.

Round three — service network. Gas — every Ford dealer. Diesel — Freightliner oasis network only. Gas wins on accessibility.

Round four — longevity. Gas V10 — 150-200k miles realistic. Diesel — 400-500k miles realistic. Diesel wins big.

THE BOTTOM LINE

Verdict — gas for weekend, diesel for full-time. Comment what you tow with.