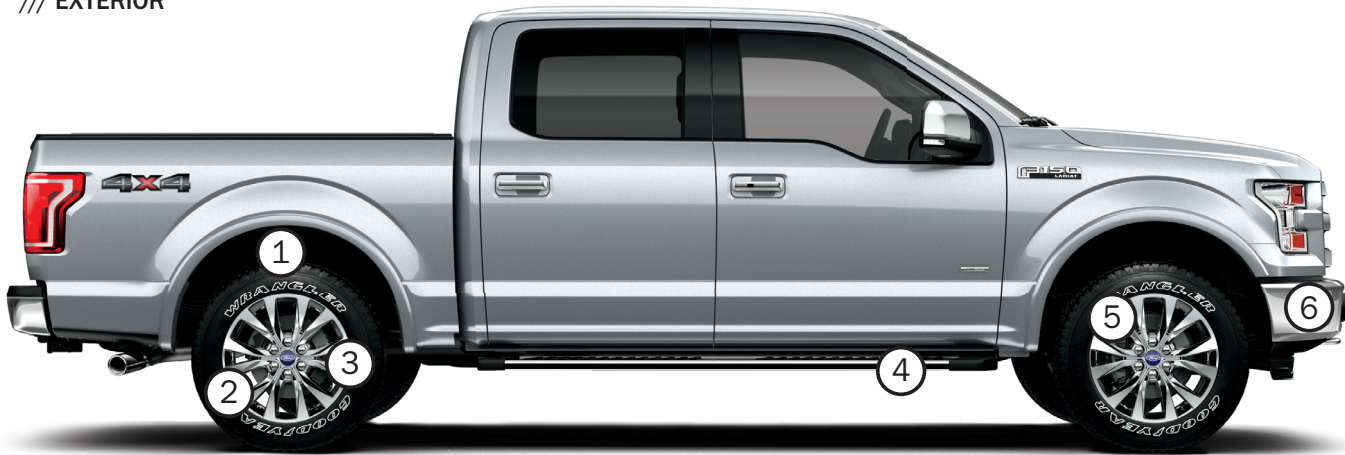


2015 FORD F-150: FROM SEATS TO BUMPERS, EVEN MINOR PARTS WEIGH IN FOR IMPROVED PERFORMANCE

The engineers of the all-new F-150, the toughest, smartest and most capable F-150 ever, were tasked with taking weight out of the vehicle, while improving its capability to accomplish all of the work F-150 owners expect of it. Most are familiar with the increase of high-strength steel throughout the frame and the first-in-class military-grade, aluminum-alloy body, which accounted for approximately 450 pounds of savings.

So where did the other approximately 250 pounds of savings come from? Lots of places. Every pound shaved from a variety of components helped the new F-150 give back capability to customers to achieve a best-in-class payload of 3,300 pounds* or best-in-class towing of 12,200 pounds.** The F-150 also offers a best-in-class EPA-estimated gasoline fuel economy rating.†

/// EXTERIOR



1/ FENDERS

These fenders won't rust, as proven by exposure to acidified sprays during corrosion resistance testing.

Weight Save: **13.7 lbs.**

2/ REAR AXLE

The previous model's 8.8-inch rear axle has received substantial internal improvements for increased trailer tow, allowing for more widespread use of the smaller option vs. the heavier 9.75-inch axle.

Weight Save: **35 lbs.**

3/ ELECTRONIC PARKING BRAKE

The electronic parking brake provides smart features, like driveaway release and dynamic four-wheel braking with ABS. Its light weight helps increase load capacity.

Weight Save: **26.9 lbs.**

4/ TRANSFER CASE

The available magnesium transfer case is lighter, stiffer, stronger and more efficient than the previous model's.††

Weight Save: **3.8 lbs.**

5/ STEERING KNUCKLES

Steering knuckles allow the wheels to turn and move vertically for dips and bumps. The steering knuckles on F-150 survived the Baja 1000 and are half the weight of the previous design.

Weight Save: **23.1 lbs.**

6/ FRONT BUMPER

The 4x2 front bumper is lighter yet maintains full functionality.

Weight Save: **2.7 lbs.**

/// INTERIOR



1/ SEATS

Men the size of offensive linemen were hired to climb in and out of the truck 10,000 times while wearing work pants smeared with special test dirt. The men – and their work pants – wore out before the F-150 leather seats did.

Weight Save:

Up to **31.7 lbs.** (front seat system)

Up to **14.7 lbs.** (rear seat)

2/ INSTRUMENT PANEL SURFACE MATERIALS AND SUBSYSTEM

A unique coating reduces glare, and a new design allows for bigger instrument cluster and center-stack displays, which lets the driver take full advantage of the 360-degree camera.

Weight Save: **2.5 lbs.**

NOTE: An earlier version of this graphic incorrectly showed a steering knuckle weight savings of 16.3 lbs. due to original program estimates. The final design delivered a 23.1 lbs. weight savings. Class is Full-Size Pickups under 8,500 lbs. GVWR.

*When properly equipped with 5.0L V8, 4x2.

**When properly equipped with 3.5L EcoBoost® V6, 4x2.

†EPA-estimated rating of 19 city/26 hwy/22 combined mpg, 2.7L EcoBoost V6, 4x2. Actual mileage will vary.

††When equipped with torque on demand four-wheel drive.