

2007 LCF Overview

2007 Highlights

- Power windows, door locks and redesigned cloth seats now standard
- Center seat has an integral head restraint, while center seat back includes clipboard feature with tether straps
- Redesigned rear lights feature combined stop lights, turn signals and taillights
- 19.5-inch traction tire is now optional
- Available rear shock absorbers
- Nine color options
- Best-in-class maneuverability with the segment's tightest turning diameters

Overview

The 2007 Ford LCF model is designed to strengthen Ford's dominant leadership position in the key growth segment of commercial trucks, and complements Ford's F-Series and E-Series offerings. Low cab forward (LCF) trucks, also known as tilt cabs, provide a roomy cab in which drivers sit above the engine. Various "second unit" bodies are attached for specialized applications such as landscaping, towing and construction.

The Ford LCF was all new for 2006 and is refined for 2007. Passenger comfort and convenience are improved by the introduction of standard power windows and door locks, standard cloth seats and an integral head restraint for the center seat back. Other changes include optional rear shock absorbers, available 19.5-inch rear traction tires, and a new rear lighting assembly with combined stop lights, turn signals and taillights.

Ford LCF is available in two series, L45 and L55.

The Ford LCF has been developed as part of the Blue Diamond joint venture and is assembled at the joint venture's Escobedo, Mexico, facility. The joint venture was formed in February 2001 to build a variety of commercial trucks to be marketed and serviced separately by Ford and Blue Diamond.

Design and Equipment

The 2007 Ford LCF offers best-in-class maneuverability and a segment-exclusive V-6 diesel engine. It also boasts the segment's strongest standard frame and a wide range of configurations for easy vocational conversion.

LCF provides axle-to-frame choices compatible with the industry-leading chassis cabs — the Ford F-350 to F-550 Super Duty. With four axle-to-frame choices, five cab-to-axle options and five wheelbase lengths, the range of Ford LCF configurations fits many vocational second-unit bodies, including multilength van and dump truck units, along with stake trucks, tow trucks and utility vehicles. The Class 4 and 5 configurations have gross vehicle weight ratings (GVWR) of 15,000, 16,000, 17,999 and 19,500 pounds.



For reduced downtime, available fuel capacities are the largest in the segment: the standard 40-gallon tank located rear of the axle and between the frame rails; an optional 35-gallon side-mounted tank; or dual side tanks with a total capacity of 70 gallons.

Powertrain and Chassis

A segment-exclusive V-6 diesel engine generates 200 horsepower and 440 pound-feet of torque. The Power Stroke ® 4.5-liter, V-6 diesel is paired with Ford's proven TorqShift ® five-speed electronic automatic transmission.

The standard powertrain also features the popular tow-haul mode to help when drivers tow loads up and down steep grades. Going uphill, the powertrain controller automatically adjusts the shift points to keep the engine in its maximum power zone with minimized gear hunting. When driving downhill, a tap on the brakes automatically downshifts the transmission to help slow the vehicle. An optional power takeoff provision also is available to run specialized equipment.

The Ford LCF frame is the segment's strongest standard frame, with cross members joined by segment-exclusive Huck bolts for the highest assembly integrity and longevity.

Major Features and Options

L45: 4.5-liter, V-6 Power Stroke diesel; TorqShift five-speed automatic transmission; tilting front cab to allow ease of powertrain servicing; AM/FM audio system with clock; cloth-covered driver's seat and two-person passenger seat; cruise control; one-touch-down power driver window; power passenger window; power door locks; standard GVWR of 16,000 pounds; optional GVWR of 15,000 pounds; gross combined weight ratings (GCWR) to 22,000 pounds; and payloads up to 13,000 pounds.

L55 adds: standard GVWR of 19,500 pounds; optional GVWR of 17,999 pounds; GCWR to 26,000 pounds and payloads more than 13,000 pounds.

Milestones

1928	Model A Open Cab Pickup and AA Chassis are introduced
1932	An all-new Model B pickup and new Model BB truck chassis are introduced, along with the famous Ford "flathead" V-8
1952	Ford enters a new era in engine technology with an overhead-valve configuration
1953	F-900 places Ford in the Class 7 segment for the first time
1966	Power steering becomes available across the F-Series range
1968	Heavy-duty diesel engine first available
1969	Power brakes and air conditioning first offered
1969	Kentucky Truck Plant opens
1999	New Class 6 and Class 7 (F-650 and F-750) trucks introduced
2000	Luxury F-650 SuperCrewZer™ debuts
2002	F-750 models offer a 33,000-pound GVWR Tractor Package for beverage delivery
2006	Ford LCF introduced