

THE 2015 F-150

is more capable and more efficient because it will be up to 700 pounds lighter, thanks to a smart application of materials and elements.

13 Al aluminum 26.98	14 Si silicon [28.08, 28.09]	
29 Cu copper 63.55	6 C carbon [12.00, 12.02]	26 Fe iron 55.85

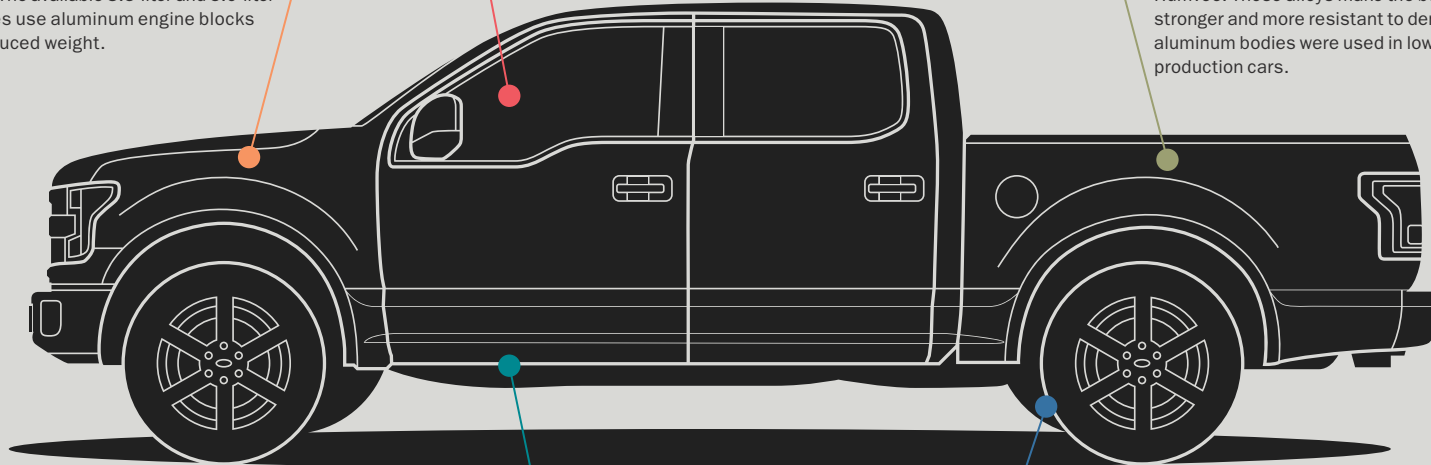
ENGINES: The available 2.7-liter EcoBoost® V6 engine is lightweight and compact, thanks to the use of compacted graphite iron in the upper portion of the engine block. The available 3.5-liter and 5.0-liter engines use aluminum engine blocks for reduced weight.

14 Si silicon [28.08, 28.09]	8 O oxygen [15.99, 16.00]	11 Na sodium 22.99
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GLASS: Laminates reduce the need for heavier glass and help reduce noise.

12 Mg magnesium [24.30, 24.31]	25 Mn manganese 54.94		
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BODY AND BED: The body and bed are made of high-strength, military grade, aluminum alloys similar to those used in the military's high-mobility multipurpose wheeled vehicle, also known as the Humvee. Those alloys make the body lighter, stronger and more resistant to dents. Until now, aluminum bodies were used in low-volume production cars.



6 C carbon [12.00, 12.02]	26 Fe iron 55.85	30 Zn zinc 65.38(2)	25 Mn manganese 54.94
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FRAME: The use of high-strength steel in the F-150 frame rose from 20 percent in the 2014 model to over 70 percent in the all-new 2015 to create a pickup frame that is stronger, more durable and structurally more rigid while saving up to 60 pounds.

16 S sulfur [32.05, 32.08]	26 Fe iron 55.85	1 H hydrogen [1.007, 1.009]	6 C carbon [12.00, 12.02]	13 Al aluminum 26.98
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WHEELS: Engineers optimized the wheels for weight and strength by shifting material from areas of low stress to those of high stress. That saved 2.5 pounds more per wheel than engineers expected. A bracketless tire jack attachment also reduced vehicle weight by 2.2 pounds.