



## New Ford F-150: Most Advanced F-150 Powertrain Lineup Ever Enables Best-in-Class Payload, Towing and Gas Mileage

- With more engine choices, the 2018 F-150 is even more fuel-efficient; its second-generation 2.7-liter EcoBoost has an EPA estimated rating of 20 mpg city, 26 mpg highway and 22 mpg combined which is best-in-class.
- New F-150 debuts with new, best-in-class 13,200-pound tow rating – thanks to more powerful, efficient engine offerings featuring standard Auto Start-Stop and expanded availability of segment-first 10-speed SelectShift<sup>®</sup> automatic transmission
- New truck sports a tougher design with bolder Built Ford Tough styling and its high-strength, military-grade, aluminum-alloy body and box
- Using available class-exclusive Pre-Collision Assist with Pedestrian Detection and adaptive cruise control with stop-and-go functionality, the 2018 F-150 can assist drivers in congested traffic – even applying brakes to help prevent a collision; available Wi-Fi hotspot helps occupants stay connected on the go

**DEARBORN, Mich., Aug. 9, 2017** – Ford’s new F-150 debuts for 2018 even tougher, even smarter, and even more capable than ever – with the most advanced F-150 powertrain lineup ever that delivers best-in-class towing, payload and efficiency for America’s pickup drivers.

The new F-150 has an EPA estimated rating of 20 mpg city, 26 mpg highway and 22 mpg combined which is best-in-class from the second-generation 2.7-liter EcoBoost engine, plus best-in-class towing (13,200 lbs.) and payload capacity (3,270 lbs.) from the 3.5-liter EcoBoost and enhanced 5.0-liter V8, respectively.

“The Ford F-150 lineup again delivers on its promise to give full-size truck customers even more value, functionality and smart technology innovations, with engines with best-in-class towing, payload and fuel economy,” said Todd Eckert, Ford truck group marketing manager. “Our new F-150 highlights Ford’s commitment to its hardworking truck customers and how we listen to their demands for their new F-150 to be even tougher, even smarter and even more capable for work and play.”

Three years after introducing a high-strength, military-grade, aluminum-alloy-bodied F-150, a new truck arrives with bold new styling, advanced technologies, a segment-first 10-speed automatic transmission and F-150’s most advanced engine lineup yet, which includes the first available diesel ever for F-150. F-150 is part of Ford’s F-Series truck lineup – America’s best-selling truck for 40 consecutive years and its best-selling vehicle for 35 years.

### **New powertrain lineup for available best-in-class payload, towing and gas mileage**

The new F-150 offers the F-150’s most advanced engine offerings ever – all to offer the right engine for every hardworking truck customer.

An second-generation 2.7-liter EcoBoost<sup>®</sup> V6 with segment-exclusive SelectShift<sup>®</sup> 10-speed automatic transmission has an EPA-estimated rating of 20 mpg city, 26 mpg highway and 22 mpg combined which is best-in-class. With advanced dual port and direct-injection technology, the second-generation 2.7-liter EcoBoost engine delivers a 25 lb.-ft. increase in torque – and at lower engine speeds compared to a traditional V8. Like the second-generation 3.5-liter EcoBoost, this 2.7-liter EcoBoost will be paired with Ford’s segment-exclusive 10-speed SelectShift automatic transmission.

An enhanced 5.0-liter V8 boasts a best-in-class payload capacity of 3,270 pounds. This normally aspirated engine features significant upgrades for 2018 including advanced dual port and direct-injection technology for 10 more horsepower and

an additional 13 lb.-ft. of torque. Spray-on bore liner technology also featured in the Shelby GT350<sup>®</sup> Mustang has been added to squeeze out even more weight from the aluminum block. For the first time, the V8 is paired with the 10-speed SelectShift automatic.

For best-in-class towing, the second-generation 3.5-liter EcoBoost V6 delivers 13,200 pounds of towing capacity, thanks to its 470 lb.-ft. of torque that beats all diesel- and gasoline-powered competitors, including V8 engines with nearly twice its displacement. With dual port and direct-injection technology, the 375-horsepower twin-turbo engine provides ideal low-end and peak engine performance for hauling heavy payloads and towing heavy trailers.

Even the all-new 3.3-liter V6 engine is more efficient, more powerful and delivers more torque to get the job done, compared to the previously standard 3.5-liter V6. Plus, the now standard 3.3-liter provides a 5 percent power-to-weight ratio improvement versus the 2014 F-150 featuring steel body and 3.7-liter V6 – with better fuel economy and performance based on EPA-estimated ratings.

Designed, engineered and tested in-house, an all-new 3.0-liter Power Stroke<sup>®</sup> turbo diesel V6 paired with 10-speed SelectShift automatic joins the F-150 engine lineup for 2018. The first diesel engine offered for F-150 will be available next spring.

### F-150's new powertrain lineup

New F-150 offers the most advanced engine offerings ever, including standard Auto Start-Stop. Specifically:

	3.3-liter PFDI V6	2.7-liter EcoBoost V6	5.0-liter PFDI V8	3.5-liter EcoBoost V6	3.5-liter high-output EcoBoost V6
Horsepower	290 @ 6,500 rpm	325 @ 5,000 rpm	395 @ 5,750 rpm	375 @ 5,000 rpm	450 @ 5,000 rpm
Versus 2017	<b>+8</b>	No change	<b>+10</b>		
Torque (lb.-ft.)	265 @ 4,000 rpm	400 @ 2,750 rpm	400 @ 4,500 rpm	470 @ 3,500 rpm	510 @ 3,500 rpm
Versus 2017	<b>+12</b>	<b>+25</b>	<b>+13</b>		
EPA fuel economy	<b>4x2</b> 19 mpg city, 25 mpg highway, 22 mpg combined	<b>4x2</b> 20 mpg city, 26 mpg highway, 22 mpg combined	<b>4x2</b> 17 mpg city, 23 mpg highway, 19 mpg combined	<b>4x2</b> 18 mpg city, 25 mpg highway, 21 mpg combined	<b>4x4</b> 15 mpg city, 18 mpg highway, 16 mpg combined
	<b>4x4</b> 18 mpg city,	<b>4x4</b> 19 mpg city,	<b>4x4</b> 16 mpg city,	<b>4x4</b> 17 mpg city,	

	23 mpg highway, 20 mpg combined	24 mpg highway, 21 mpg combined	22 mpg highway, 18 mpg combined	23 mpg highway, 19 mpg combined
Versus 2017	<b>4x2</b>	<b>4x2</b>	<b>4x2</b>	
	<b>+1 mpg city,</b>	<b>+1 mpg city</b>	<b>+2 mpg city,</b>	
	<b>+1 mpg highway,</b>		<b>+1 mpg highway,</b>	
	<b>+2 mpg combined</b>		<b>+1 mpg combined</b>	
	<b>4x4</b>	<b>4x4</b>	<b>4x4</b>	
	<b>+1 mpg city,</b>	<b>+1 mpg city,</b>	<b>+1 mpg city,</b>	
	<b>+1 mpg combined</b>	<b>+1 mpg highway,</b>	<b>+1 mpg highway,</b>	
		<b>+1 mpg combined</b>	<b>+1 mpg combined</b>	

### Raising the bar through segment-exclusive materials and technologies

More than just styling that creates visually bolder and more planted stance, the new F-150 continues to offer a segment-exclusive combination of advanced materials that have proven durability through extensive real-world performance and inhibit corrosion. A high-strength, military-grade, aluminum alloy body and box that saves weight and adds capability coupled with a high-strength steel fully boxed ladder frame.

The new Ford F-150 further advances the light-duty pickup truck market with segment-first and class-exclusive technologies that improve productivity, efficiency and driver confidence, while keeping occupants connected to the world around them. Technologies include:

- New segment-first enhanced adaptive cruise control with stop-and-go functionality is available to allow drivers to set a cruising speed. The system then uses radar and camera technology to monitor traffic ahead to maintain a set distance between vehicles – even following a vehicle down to a complete stop
- New segment-first Pre-Collision Assist with Pedestrian Detection is available to help drivers avoid or mitigate collisions with other vehicles and pedestrians
- An available new embedded 4G LTE modem with Wi-Fi hotspot enables customers to connect up to 10 mobile devices at one time, virtually anywhere
- New B&O PLAY audio system is available, offering high-end speakers, sound and tuning for a richer, more engaging listening experience

Existing segment-exclusive driver-assist and convenience features include:

- Available Pro Trailer Backup Assist allows F-150 drivers of various skill levels to steer a trailer instinctively using a center console-mounted dial to back-up a boat launch or park in a driveway

- Available Blind Spot Information System with trailer coverage technology is optimized for F-150 to include up to 33 feet of trailer length; BLIS<sup>®</sup> uses radar sensors in the taillamps to monitor areas that may not be visible to the driver around the truck and trailer
- Available 360-degree camera technology helps improve driver confidence when parking and can help reduce stress when connecting a trailer – allowing customers to see more so they can focus on specific tasks such as lining up a hitch
- Available lane-keeping system is designed to help reduce drifting of the truck outside its intended lane

The new 2018 Ford F-150 goes on sale this fall. It will be built at Dearborn Truck Plant in Dearborn, Michigan, and Kansas City Assembly Plant in Claycomo, Missouri.

#### About Ford Motor Company

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