

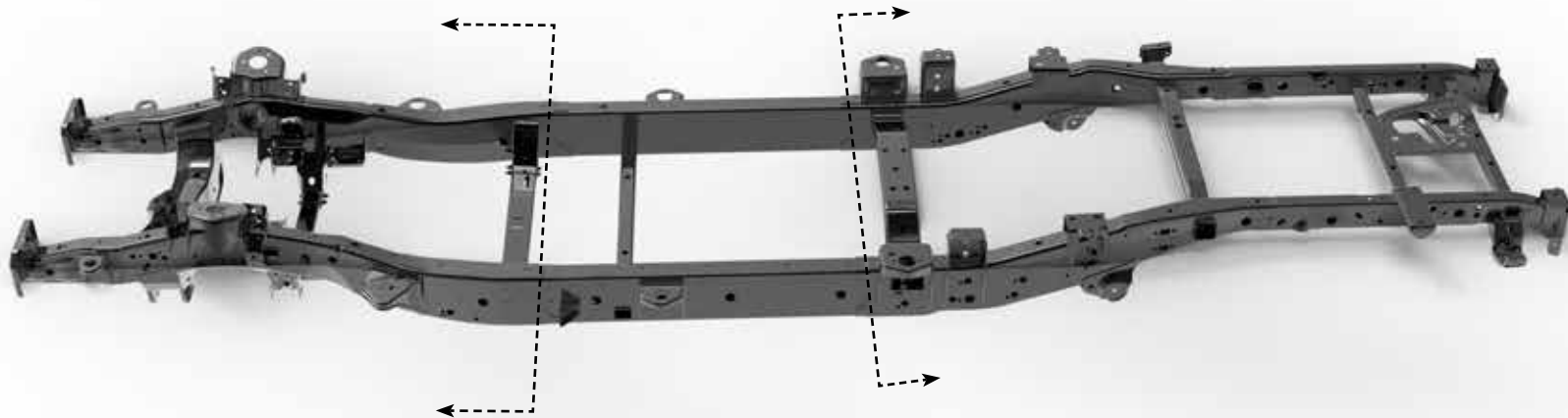
2015 FORD F-150 THE FUTURE OF TOUGH



Front-Third Frame Section
Top view



Front-Third Frame Section
Bottom view



Rear-Third Frame Section



Separately Serviceable Parts

Entire Frame (including yellow-highlighted parts)
is High-Strength 70,000-PSI Steel.

2015 FORD F-150

THE FUTURE OF TOUGH



DESIGNED WITH REPAIRABILITY IN MIND

Many aspects of the all-new 2015 F-150 were designed from its inception with repairers in mind and the truck features an upstream design that enhances and improves its overall repairability. Ford engineers developed a set of 51 instruction sheets—which come packaged with any part that needs to be installed with rivets and/or adhesives—that call out repairs in detail and provide a unique step-by-step repair process to help restore the vehicle to proper working order.

NEW STEEL FRAME AND ALUMINUM BODY

The fully-boxed frame of the 2015 F-150 is now 77 percent high-strength steel, which improves stiffness and durability while reducing weight, resulting in a frame that is up to 60 pounds lighter than the previous model. High-strength, military-grade, aluminum alloys are used throughout the F-150 body for the first time, improving dent and ding resistance, and also saving weight. Overall, up to 700 pounds have been shaved from the previous F-150, helping it tow and haul more, handle better, accelerate quicker and stop shorter.

TESTED TOUGH

The 2015 F-150 is also the most-tested F-150 in history; it was subjected to more than 10 million miles of combined real-world and simulated durability testing by the time it went on sale. Tests included salt and acid sprays for corrosion; extreme temperature and altitude tows; and additional simulated miles of abuse with post-testing teardowns and inspections to improve the truck's designs.

Apron Tube

Allows easily accessible joints, saving labor time by not having to remove the instrument panel for weld access.

A-Pillar Tube

Partial replacement procedure available for the roofrail/A-pillar reinforcement tube, saving repair cost.

B-Pillar

New design allows replacement of reinforcement without removal of roof panel, saving repair cost.

Lower Control Arm Bracket

Allows for replacement of the mounting bracket only, avoiding the need to replace the frame section.

Rocker panel is an extrusion on Crew Cab only.

Cab crossmembers offer sectioning options.

Floor Pan

New design allows for floor pan and floor crossmember replacement sectioning options, saving repair cost.

