

ADAPTIVE CRUISE CONTROL - DOWNHILL WITH A 15-TON TRAILER! - AMONG FORD F-SERIES SUPER DUTY CLASS-EXCLUSIVE FEATURES

- All-new 2017 Ford F-Series Super Duty can automatically accelerate and slow to keep pace with traffic - thanks to class-exclusive adaptive cruise control technology - even while towing a trailer weighing more than 31,500 pounds
- Adaptive steering makes maneuvering the all-new Super Duty easier by reducing the amount of steering input needed to change direction at low speeds
- Adaptive cruise control, adaptive steering, and Blind Spot Information System with cross-traffic alert and trailer tow technology are three of the 17 new class-exclusive features on the 2017 Super Duty - the toughest, smartest, most capable Super Duty ever

DEARBORN, Mich., - Ford, America's truck leader, gives drivers more confidence and control behind the wheel of the all-new 2017 Ford F-Series Super Duty pickup with class-exclusive driver-assist technologies.

Adaptive cruise control, adaptive steering, and Blind Spot Information System with trailer coverage are three of the new class-exclusive features available to heavy-duty pickup truck drivers for the first time on Super Duty.

"The all-new Super Duty is the toughest, most capable Super Duty ever," says Brian Rathsburg, Ford Super Duty marketing manager. "With a host of driver-assist technologies, it is also the smartest Super Duty ever."

These 17 new class-exclusive features are available in the all-new Super Duty pickup:

1. Adaptive cruise control and collision warning with brake support
2. Adaptive steering
3. BLIS[®] (Blind Spot Information System) with trailer coverage
4. BoxLink[™] with premium locking cleats
5. Factory-installed customer-placed trailer camera
6. Inflatable rear outboard safety belts
7. Multicontour front seats with Active Motion[®]
8. Power-deployable running boards

9. PowerScope® power-telescoping and power-folding trailer tow mirrors
10. Remote tailgate release with power lock
11. Standard flat load floor on SuperCab and Crew Cab
12. Stowable loading ramps
13. SYNC® 3
14. Tailgate step
15. Trailer Reverse Guidance
16. Trailer tire pressure monitoring system
17. Utility lighting system (LED side-mirror spotlights)

Adaptive cruise control can engage trailer brakes

Drivers can set cruise control at a comfortable following distance using Super Duty's adaptive cruise control. The feature uses radar to measure the distance and speed of vehicles ahead, then automatically slows truck and trailer to maintain that preset distance at speeds above 20 mph.

Adaptive cruise control with Super Duty's 6.7-liter Power Stroke® diesel engine uses the engine brake to smartly assist drivers towing heavy trailers, allowing truckers to traverse steep mountain grades while maintaining speed - even with a trailer weighing more than 31,500 pounds.

"Towing is core to the Super Duty mission, and drivers will appreciate the engineering sophistication that enables adaptive cruise control to determine speed uphill and downhill with a trailer," says Craig Schmatz, Ford Super Duty chief engineer. "We have torture-tested the technology in high elevations and on significant grades at places like Davis Dam in Arizona, Loveland Pass in Colorado and the mountain roads surrounding Beckley, West Virginia."

A number of systems work in tandem to enable adaptive cruise control - including powertrain control, trailer brake control and the anti-lock brake system. Speed is further controlled on descents with the 6.7-liter Power Stroke engine's integrated engine brake, which is enabled with the push of a button. Extra engine braking power helps reduce wear and tear on wheel brakes - especially on downhill grades.

Adaptive cruise control is optional on Lariat, King Ranch and Platinum Super Duty pickups, including the mighty Ford F-450 Super Duty, Ford's most capable pickup.

Adaptive steering enhances maneuverability

Another class-exclusive feature - adaptive steering - helps give Super Duty drivers more confidence to maneuver tight work sites and parking lots.

Adaptive steering is a new generation of power steering technology that reduces the amount of steering input needed to change direction at low speeds. It also reduces sensitivity to steering input necessary at higher speeds and helps make towing the heaviest of loads easier.

The technology changes the ratio between the driver's actions at the steering wheel - the number of turns - and how much the front wheels turn. Vehicles without the technology have a fixed ratio, but with adaptive steering, the ratio continually changes with vehicle speed, optimizing steering response in all conditions. Housed entirely within the steering wheel, the precision-controlled actuator - an electric motor and gearing system - can add to or subtract from a driver's inputs. The result is a more connected, engaging driving experience at all speeds.

Even more smart technologies

BLIS with trailer coverage is another Super Duty class-exclusive feature. It uses radar hidden in the taillights to detect a vehicle entering a driver's blind spot while driving or backing up, and alerts the driver with a yellow light in the sideview mirror. For Super Duty, BLIS can extend to the back of the trailer, helping to make the driver aware of vehicles entering the trailer's blind spot.

Another driver-assist technology, lane-departure warning, vibrates the steering wheel to mimic rumble strips when the driver begins to drift over a lane marker.

The all-new Super Duty will be built at Kentucky Truck Plant. It goes on sale late this year.

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