| KAN-003592 <sub>TX</sub>  | 9-NORMAL, NB, 203592, RA242 <b>11</b>   | 267 220240202<br>BLENC   | <b>0017 ULC</b> CERT   | CERT CERT TRD RAMP B   | TX C  | <br>FA   | 02<br>2637/   |
|---|---|--|--|--|---|--|---|
|   | CLE DESCRIPTION<br><b>F-150</b><br>2024 F-150 4X4 SUPERCREW<br>157" WHEELBASE<br>3.5L V6 ECOBOOST<br>ELEC TEN-SPEED AUTO TRAN<br>T NO EXTRA CHARGE  |  | RI<br>ERIOR<br>DXFORD WHITE<br>ERIOR<br>DARK SLATE CLOTH   | <b>D18254</b>  | EPA<br>DOT Fuel<br>Fuel Eco   | Economy<br><sup>nomy</sup><br>MPG<br>16  |   |
| EXTERIOR<br>• DAYTIME RUNNING LAMPS<br>• EASY FUEL® CAPLESS FILLER<br>• FOG LAMPS-LED<br>• FULLY BOXED STEEL FRAME<br>• HEADLAMPS - AUTO HIGH BEAM<br>• HEADLAMPS - AUTOLAMP<br>(ON/OFF)<br>• LED REFLECTOR HEADLAMPS<br>• PICKUP BOX TIE DOWN HOOKS<br>• POWER TAILGATE LOCK<br>• REAR PRIVACY GLASS<br>• TRAILER SWAY CONTROL<br>• WIPERS- INTERMITTENT<br>• ZONE LIGHTING<br>INCLUDED ON THIS VEHICLE<br>EQUIPMENT GROUP 301A<br>• XLT SERIES<br>OPTIONAL EQUIPMENT/OTHER<br>4002-727R01/01/23 BP994Y<br>3.5L V6 ECOBOOST<br>275/65R 18 BSW ALL-TERRAIN<br>3.55 ELECTRONIC LOCK RR AXLE<br>7200# GVWR PACKAGE<br>FRONT LICENSE PLATE BRACKET<br>VINYL FLOORING - BLACK<br>ENGINE BLOCK HEATER<br>50 STATE EMISSIONS<br>TOW/HAUL PACKAGE<br>INTEGRATED TRAILER BRAKE CONT<br>18" CHROME-LIKE PVD WHEELS<br>EXTENDED RANGE 36GAL FUEL TANK | INTERIOR<br>• 12" PRODUCTIVITY SCREEN<br>• 00R LOCKS - POWER<br>• DUAL VISOR VANITY MIRRORS<br>• ILLUMINATED ENTRY<br>• MESSAGE CTR: OUTSIDE TEMP,<br>COMPASS, TRIP COMPUTER<br>• POWERPOINTS - 12W<br>• TILTTELESCOPE STR COLUMN | EUNCTIONAL<br>• BLIS W/CROSS-TRA<br>• CLASS IV TRAILER H<br>SMART TRLR TOW CO<br>• FORDPASS™ CONN<br>HOTSPOT TELEMATI<br>• LANE-KEEPING SYS<br>• POST-COLLISION ASS<br>• PRO TRAILER BACK<br>• PRO TRAILER HITCH<br>• REVERSE BRAKE AS<br>• REVERSE SENSING<br>REAR VIEW CAMERA<br>• SELECTSHIFT®<br>• SYNC®4 W/EVR & 12 | AFFIC ALERT<br>HITCH W/<br>CONNECTOR<br>HECT 5GWI-FI<br>ACONNECTOR<br>HECT 5GWI-FI<br>ACCONNECTOR<br>HACSMODEM<br>CC<br>STEM<br>P<br>RAKING<br>SIST W/AEB<br>CUP ASSIST<br>AND<br>A<br>A<br>CUP ASSIST<br>SSIST<br>AND<br>A<br>CUP ASSIST<br>SSIST<br>AND<br>A<br>CUP ASSIST<br>SSIST<br>AND<br>A<br>CUP ASSIST<br>SSIST<br>AND<br>A<br>CUP ASSIST<br>SSIST<br>AND<br>CUP ASSIST<br>SSIST<br>SSIST<br>AND<br>CUP ASSIST<br>SSIST<br>AND<br>CUP ASSIST<br>SSIST<br>AND<br>CUP ASSIST<br>SSIST<br>SSIST<br>AND<br>CUP ASSIST<br>SSIST<br>SSIST<br>AND<br>CUP ASSIST<br>SSIST<br>SSIST<br>AND<br>CUP ASSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>CUP ASSIST<br>SSIST<br>AND<br>CUP ASSIST<br>SSIST<br>SSIST<br>SSIST<br>AND<br>CUP ASSIST<br>SSIST<br>SSIST<br>SSIST<br>AND<br>CUP ASSIST<br>SSIST<br>AND<br>CUP ASSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIST<br>SSIS | 2N \$55,6<br>HER 1,2<br>PTIONS/OTHER 56,8  | Annual fuel<br>\$2<br>Annual fuel<br>\$2<br>Actual results will var<br>rehicle. The average re<br>based on 15,000 miles<br>emissions are a signif<br><b>fueleeco</b><br>Calculate personaliz<br><b>GOVE</b><br><b>Overall Vehic</b><br>Based on the combis<br>Should ONLY be co<br><b>Side</b><br><b>Crash</b><br>Based on the risk of<br><b>Side</b><br><b>Crash</b><br>Based on the risk of<br><b>Solover</b><br><b>Based on the risk of</b><br><b>Side</b><br><b>Crash</b><br>Based on the risk of<br><b>Side</b><br><b>Crash</b><br>Based on the risk of<br><b>Solover</b><br><b>Based on the risk of</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b><br><b>Crash</b> | ity/hwy city<br>lons per 100 miles<br><b>COST</b><br><b>8500</b><br>Thi<br>be per year at \$3.60 per g<br>per year at \$3.60 per g<br>cicant cause of climate c<br><b>NOMY.GO</b><br>ed estimates and com<br><b>RNMENT 5-STA</b> | highway<br>uel Economy &<br>1<br>is vehicle emits 467 gr<br>tributing fuel also creating driving cond<br>G and costs \$9,750<br>and costs \$9,750<br>Compare vehicles<br>AR SAFETY F<br>$\Rightarrow \Rightarrow \Rightarrow \Rightarrow$<br>ide and rollover.<br>as of similar size and<br>$\Rightarrow \Rightarrow \Rightarrow \Rightarrow \Rightarrow$<br>ide and rollover.<br>as of similar size and<br>$\Rightarrow \Rightarrow \Rightarrow \Rightarrow \Rightarrow$<br>tributing turns are and<br>$\Rightarrow \Rightarrow \Rightarrow \Rightarrow \Rightarrow \Rightarrow$ |
|   | RAMP ONE  |  | TOTAL MS   | RP \$58,890.00   | Source: Natio   | nal Highway Traffic<br>www.safercar.gov<br>1FTFW3L81   | Safety Administ<br>or 1-888-327-423   |
|   | CA7L RAMP TWO ITEM #:   | 52-R681 O/T 5C   | Whether<br>Vehicle,<br>Ford Credit for you.  | r you decide to lease or finance<br>you'll find the choices that are<br>See your dealer for details or vi<br>rd.com/finance. | eyour<br>right<br>isit<br>WARNING: Op<br>vehicle can exp<br>lead, which are known   | perating, servicing and n<br>pose you to chemicals in<br>to the State of Californ  | ncluding engine exh<br>nia to cause cancer :  |
| This label is affixed pursuant to the Federal Automobile<br>Information Disclosure Act. Gasoline, License, and Title F<br>State and Local taxes are not included. Dealer installed  |   |  | SPEC   | IAL ORDER  | vehicle in a well-venti   | e, avoid breathing exhau<br>lated area and wear glov   | st, do not idle the el<br>ves or wash your ha   |

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State and Local taxes are not included. Dealer installed

options or accessories are not included unless listed above.

