

FORD AEROFORCE



The Ford AeroForce is more than a collection of the most fuel-efficient big Fords ever. It's a reflection of an attitude toward customer satisfaction over the long haul.

The AeroMax 120 long conventional. The long nose LTL-9000. The AeroMax 106 medium conventional. This is the Ford AeroForce—the most fuel-efficient big Fords ever.

But the AeroForce is more than a collection of trucks. It's a reflection of a new attitude from Ford toward customer satisfaction over the long haul.

An attitude realized in the product. In the componentry that goes into it. In the customer support that backs it.

The Ford LineHauler Club

At Ford, we're in it for the long haul. With customer support designed to back you in every area of your business.

Ask your Ford Heavy Truck

Dealer for details about the Ford LineHauler Club, featuring 24-hour Emergency Hotline and other "members-only" Premium Services.

Fast delivery time on parts

Ask your Dealer also about Ford Extended Service Coverage, which can more than double basic warranty coverage on items like drivetrain (excluding the engine).

And about our expanded Parts & Service network—involving critically located parts depots and over 230 Ford Heavy Truck Dealers nationwide. Every Ford Heavy Truck Dealer is committed to providing quick delivery on parts and in minimizing downtime through Dealer link to engineering for immediate technical assistance.

Premium components

To help you get the most out of every dollar of fuel, electronically controlled engines from Cat, Cummins and Detroit Diesel are available in a range of horsepower throughout the AeroForce lineup.

Aerodynamic sleepers

Premium sleepers—with superior aerodynamics—including the luxurious AeroBullet, with over seven feet of stand-up room, guarantee that in the Ford AeroForce you'll rest with the best.

It pays to belong

Ford is engineering the future in big trucks. In product. In after-sale support. In premium componentry.

The Ford AeroForce—it pays to belong.

Shown from left to right: the LTL-9000, AeroMax 106 and AeroMax 120





AeroMax 120

Introduced as a 1992 model, the long conventional AeroMax 120 delivers more than any Ford has ever delivered before:

In Air Management. From the sloped profile of its resin-transfer-molded hood to the optional wheel-to-wheel chassis fairings, AeroMax 120 is the most aerodynamic and fuel-efficient big Ford ever.

In Performance. High-torque, electronically controlled engines from Cat, Cummins and Detroit Diesel help get the most out of every gallon of diesel fuel.

In Ride. A new suspension system, including parabolic, taper-leaf front springs and hydro-mount cab, produces a smoother, quieter ride.

In Visibility. For great up-front visibility, the hood is lower to the ground than any over-the-road competitor.

In Safer Operating Conditions through reduced splash and spray, resulting from the tight wheel-to-fender opening.

Integral, rear-facing turn signals are readily seen by surrounding traffic. The result—safer operating conditions.

In Handling. A set-back front axle plus standard power steering result in improved load distribution and maneuverability.

In Convenience. Wide, well-placed steps and grab handles make it easy to get in and out of the cab. Battery box access is simple—there's no need to remove the optional chassis fairing.

In Ease of Maintenance. The sloped hood on the AeroMax is remarkably easy for one person to open for engine access. And the large wheel-to-bumper opening permits walk-in room to the engine area for routine systems check.

This, then, is the Ford AeroMax 120—the most aerodynamic, fuel-efficient long conventional we've ever produced.



"3 o'clock and all's well."

From the ample belly room behind the wheel to gauges that read "3 o'clock and all's well," the advantages of the AeroMax interior are easy to see.

Like the curved, one-piece windshield, with over ten square feet of glass area. Like wipers that clear almost 80% of the windshield for better visibility in rain and snow.

Some things are hard to hear.

Like the nerve wracking sounds of wind and traffic. The 120's all-welded cab and superior air management system produce a surprisingly quiet ride.

Tilt-telescopic steering column

For improved comfort, we've added a tilt-telescopic steering column as standard equipment, with five tilt and seven telescopic positions.

To make life on the road a little more like life at home, we've added a new blend-air heater and optional air conditioning system.

And, to help shorten the miles, there's a generous choice of High-level, adjustable air-ride driver and passenger seats.

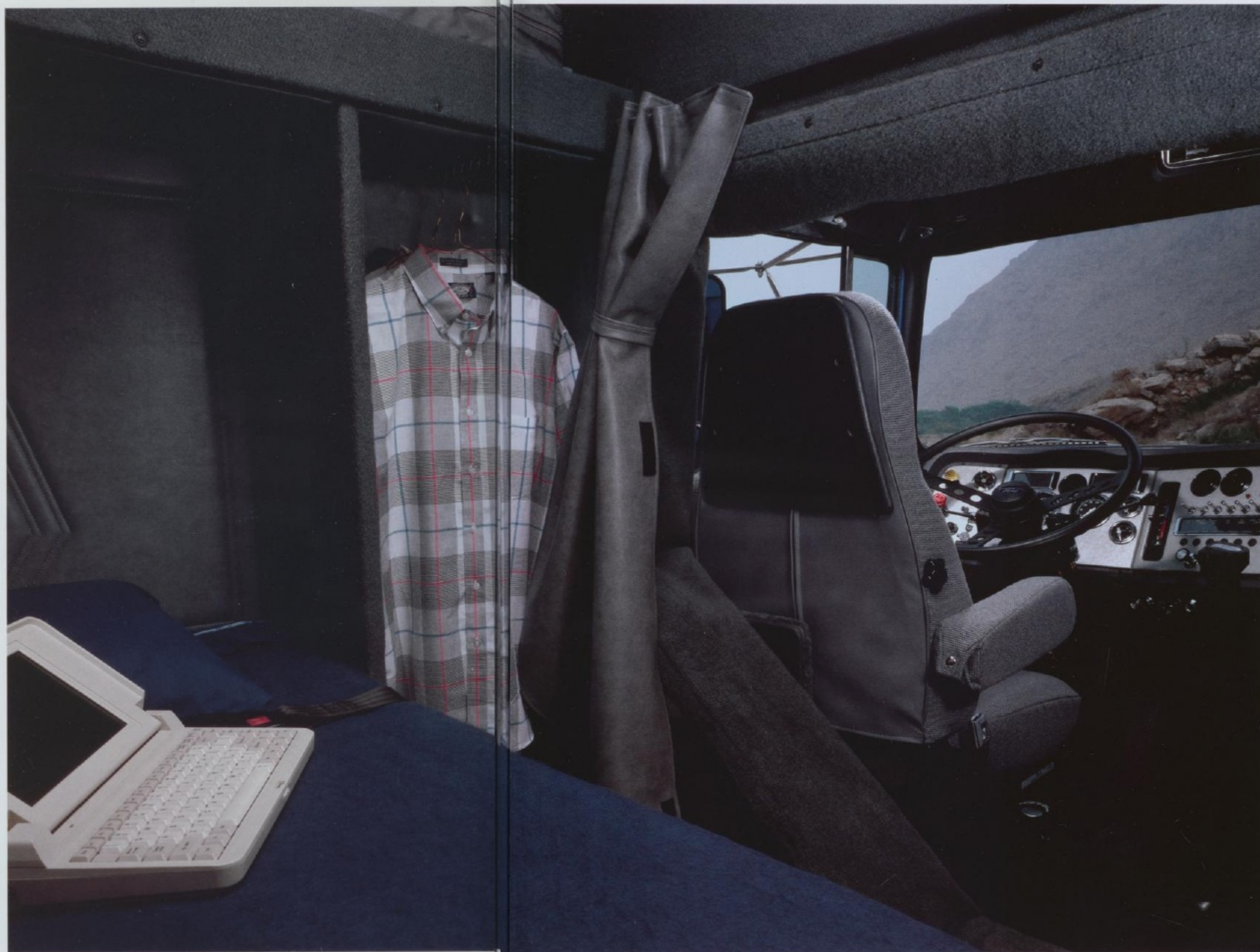
A Room At The Top

Time spent at rest is just as important as time spent behind the wheel. AeroMax 120 offers a variety of sleeper options within the Flat-Top, AeroBullet and Penthouse models.

The AeroBullet—your Room At The Top—features walk-through access and over seven feet of stand-up room.

Equip your sleeper with premium options like a 12V DC refrigerator, a six-inch Deluxe Backsaver mattress and an arctic/desert insulation package.

The AeroBullet Sleeper has walk-through access and over seven feet of stand-up room.





AeroMax 120 offers seven sleeper options, including the top-of-the-line AeroBullet shown here. Painted grille and bumper are standard.



AeroMax 120 in Currant Red over Pawnee Tan with Windswept paint scheme; and Regatta Blue Metallic over Light Smoke with Aerostyle scheme.

AeroMax 120— The Inside Story

At 138,000 lb. turnpike GCWR, the AeroMax 120 can run with anything on the road.

High-output blend-air heater and optional air conditioning system contributes to in-cab comfort.

For up-front visibility, AeroMax 120 has the lowest hood height of its over-the-road competitors.

Polycarbonate halogen headlamp lenses are impact-resistant. Bulbs are easily replaceable.

Aerodynamic bumper and bumper-dam contribute to overall air management.

New suspension system, including long, parabolic taper-leaf front springs, provides a smooth ride.

A 53-inch set-back front axle contributes to better payload distribution, maneuverability and ride.

Tight wheel-to-fender opening results in reduced splash and spray.

Flush door handles are part of 120's air management system.

Optional wheel-to-wheel chassis fairings contribute to effective air management and improved fuel economy.

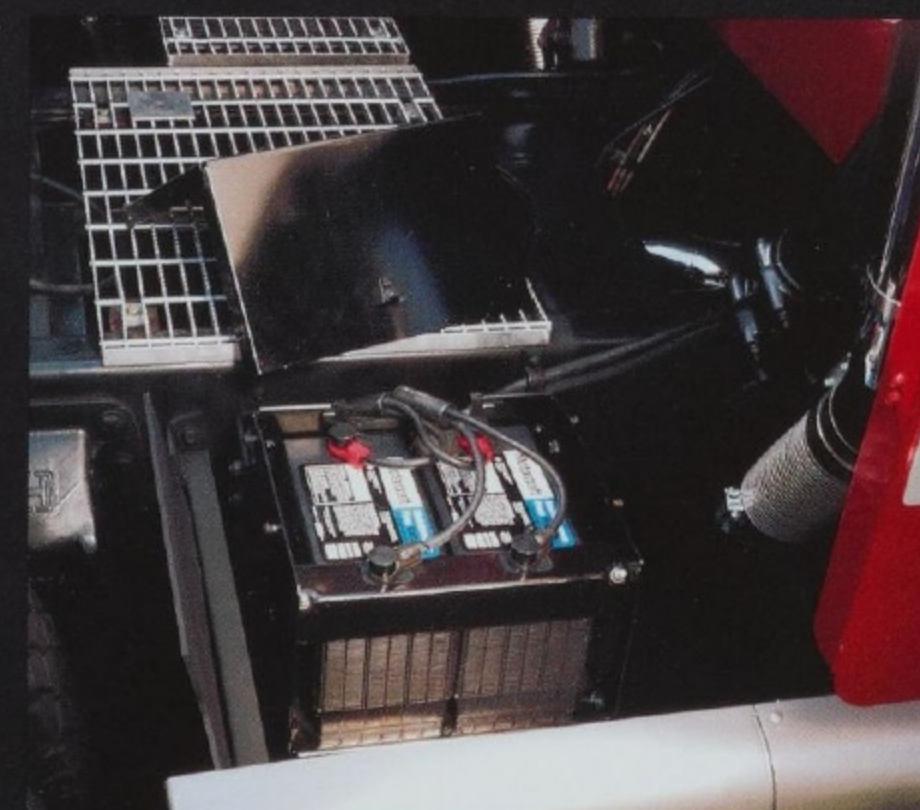
The aerodynamic air-intake contributes to overall engine performance and fuel economy.

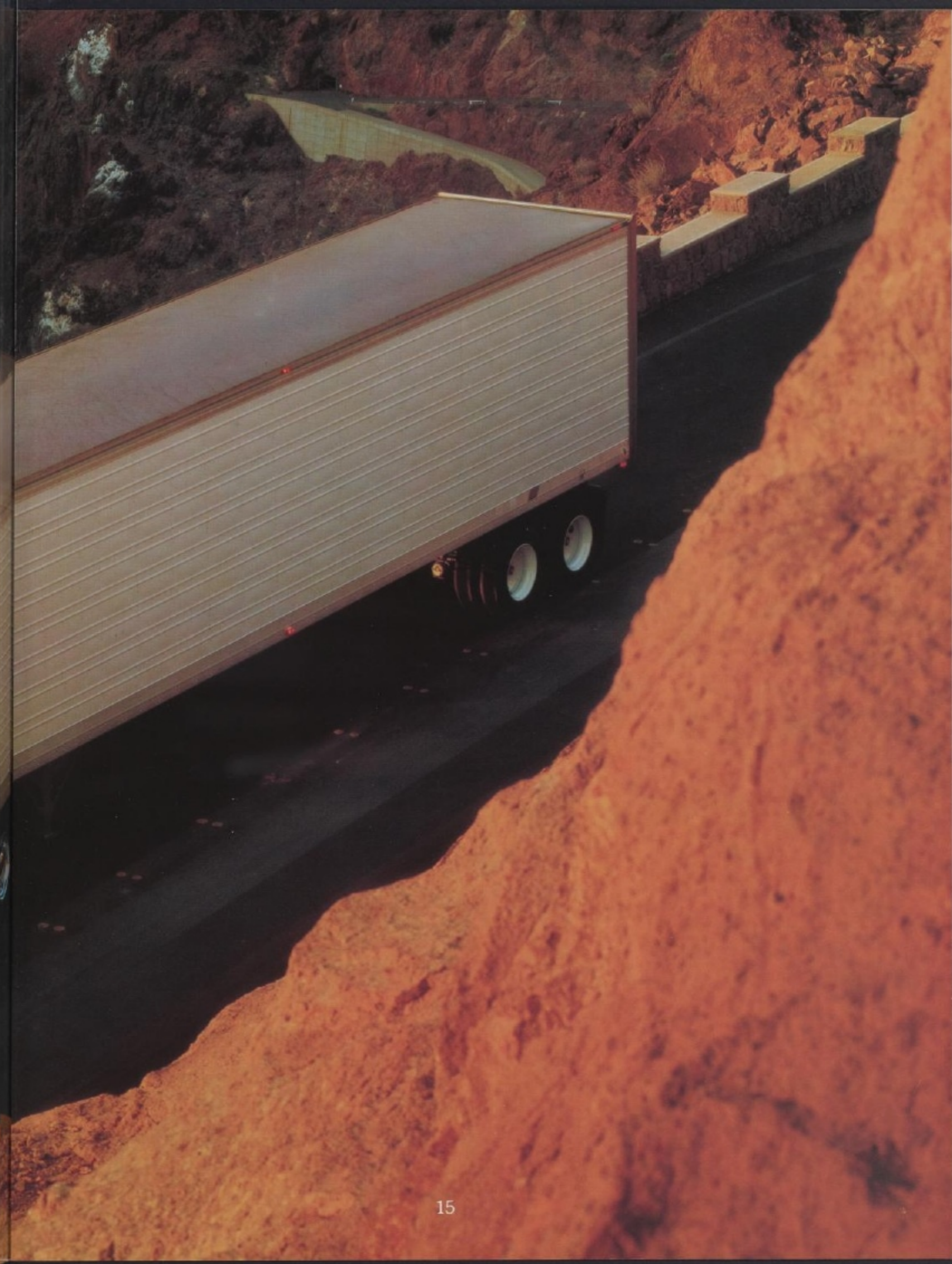
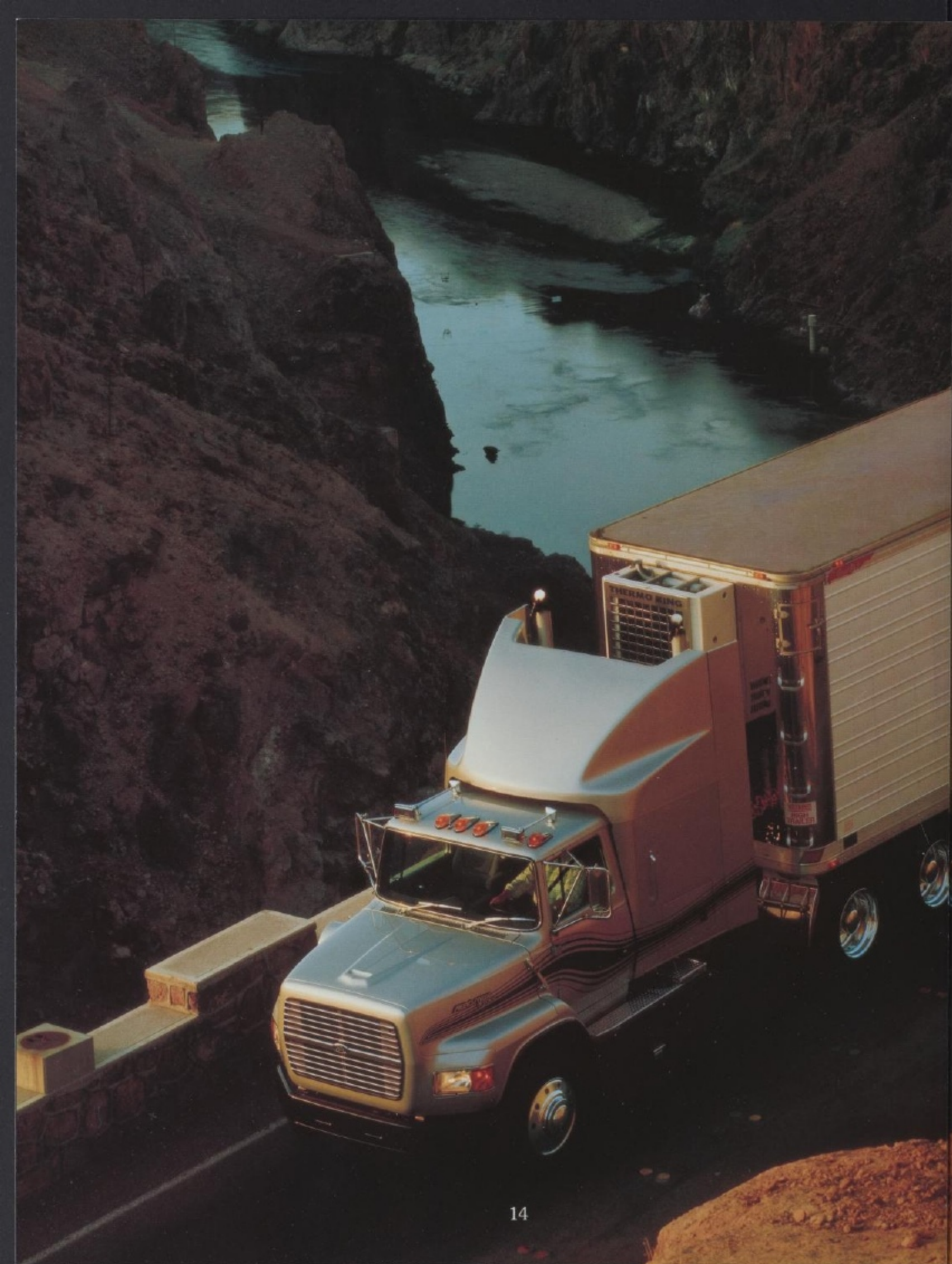
Integral, flush rear-facing turn signals can be easily seen by ambient traffic, resulting in safer operating conditions.

Hydro-mount cab suspension system results in reduced pitch and quieter ride.

From L.A. to Chicago—and beyond. That's 120's cruising range with the optional dual 150-gallon fuel tanks.

Easy-access battery box can be serviced without removing the optional chassis fairing.





AeroMax 106

With a turning diameter as tight as 49.4' (131" WB and 12,000-lb. front axle model) plus standard power steering, Aero-Max 106 has the maneuverability needed to operate in tight corners.

The "Coast-to-Coast Challenge"

In 1989 we ran the 106 from New York City to Anaheim, CA under "real world" operating conditions—through stop and go city traffic, over a variety of terrains and road conditions.

Powered by the Cummins Big Cam IV Fleet 300 equipped with the PT Pacer, and pulling a load of 72,000 lbs., AeroMax averaged **8.24** miles per gallon with a professional driver.

Given today's operating costs, the AeroMax 106 impressive fuel economy story is just as true. And even more important.

The accompanying chart spells it out. For example, if you're presently averaging 5 mpg, and drive 150,000 miles a year, AeroMax 106— at 7 mpg and \$1.50 per gallon of fuel— could save you roughly **\$12,860**.



Annual AeroForce Fuel Savings*						
Average Miles per Gallon	@ 100,000 Miles per Year			@ 150,000 Miles per Year		
	\$1.00/Gal.	\$1.50/Gal.	\$2.00/Gal.	\$1.00/Gal.	\$1.50/Gal.	\$2.00/Gal.
6	\$3,335	\$5,000	\$6,670	\$5,000	\$7,500	\$10,000
7	\$5,715	\$8,570	\$11,430	\$8,570	\$12,860	\$17,140
8	\$7,500	\$11,250	\$15,000	\$11,250	\$16,875	\$22,500

*Over a vehicle presently averaging 5 mpg.



With the AeroMax 106 you get all of what you want in a conventional without paying for a lot of what you can do without.



LTL-9000

In states where the Bridge Law Formula dictates long wheelbases, the set-forward LTL-9000 may be the best tractor for your application.

From the logging camps of the Pacific Northwest to Florida's produce corridor, the Ford LTL-9000 is a proven performer.

It represents a combination of traditional long-conventional styling with fuel-saving aerodynamics.

Aerodynamic componentry

An LTL-9000 equipped with the AeroBullet Sleeper or the full "Airshield" Aerodynamic Improvement Package helps lower aerodynamic drag.

The "Airshield" Package features adjustable cab side extenders and roof fairing to direct air around and over the trailer in an aerodynamically efficient pattern for improved operation and increased fuel savings.

First-class accommodations

The LTL can be spec'd with a choice of aerodynamic, premium sleepers from the Flat-Top, AeroBullet and Penthouse lines.

Ford sleepers feature aluminum Coach-Joint construction and one-piece Coremat reinforced fiberglass roofs to help reduce weight and provide a high-strength, rivetless exterior appearance.

Thick plywood floors are formed under pressure and laminated with plastic top and bottom for thermal and noise reduction.

In addition to standard features like radio speakers with controls, the Hi-Level package includes options like: Cabinet w/two locking drawers • Digital alarm clock • Six-inch Deluxe Backsaver mattress.

Additional options include: 12V DC refrigerator • Heater/air conditioning • Arctic/desert insulation package • Upper bunk • And more.



Effective weight distribution is accomplished, in part, by setting LTL components like fuel tanks forward under the cab.

Built in America

The Ford AeroForce is built in America— at the Kentucky Truck Plant (KTP).

This 415-acre site, covering more than 68 acres under one roof, is the largest truck manufacturing facility in the Western world. It's the home of the Ford AeroForce.

State-of-the-art

KTP. It's where our reputation for toughness begins. With our all-welded cabs. With our Ford-tough cab-corrosion protection process. With our state-of-the-art 200-ton computerized frame press.

All-welded cab construction

AeroForce exterior sheet metal is made of double-sided galvanized steel. Cabs are all-welded for strength and smooth exterior finish.

Built Ford Tough

AeroForce tractors are built Ford Tough. For example, we design our doors for durability and insulating characteristics. They're constructed of single-piece inner and outer panels welded into a rigid structure. Wedge door stabilizers are used top and bottom of the door openings to hold doors in proper alignment.

Reinforcements at door opening frame assembly and at door pillar hinge attachment areas provide added strength. Door hinges are rugged conventional type.

Finally, the complete cab interior is lined with thick sound absorbing temperature insulating material.

Cab corrosion protection

AeroForce cabs are fully immersed in a patented priming material called "Uniprime"™— thicker, smoother and better at reaching nooks and crannies than the E-coat material previously used. A high-voltage charge then bonds the primer to the metal.

Sealers and special coatings are applied to critical areas for additional protection. A sealer bake oven and "paint prep" sanding process help guarantee a superior finish. Finally,

acrylic, high-gloss enamel paints provide a brilliant, hard-gloss exterior.

Backed Ford Tough

How good do we think our anti-corrosion story is? Good enough to back with a solid anti-corrosion/perforation warranty that covers full parts and labor— with matching coverage on cab structural integrity. See your Ford Heavy Truck Dealer for coverage details.

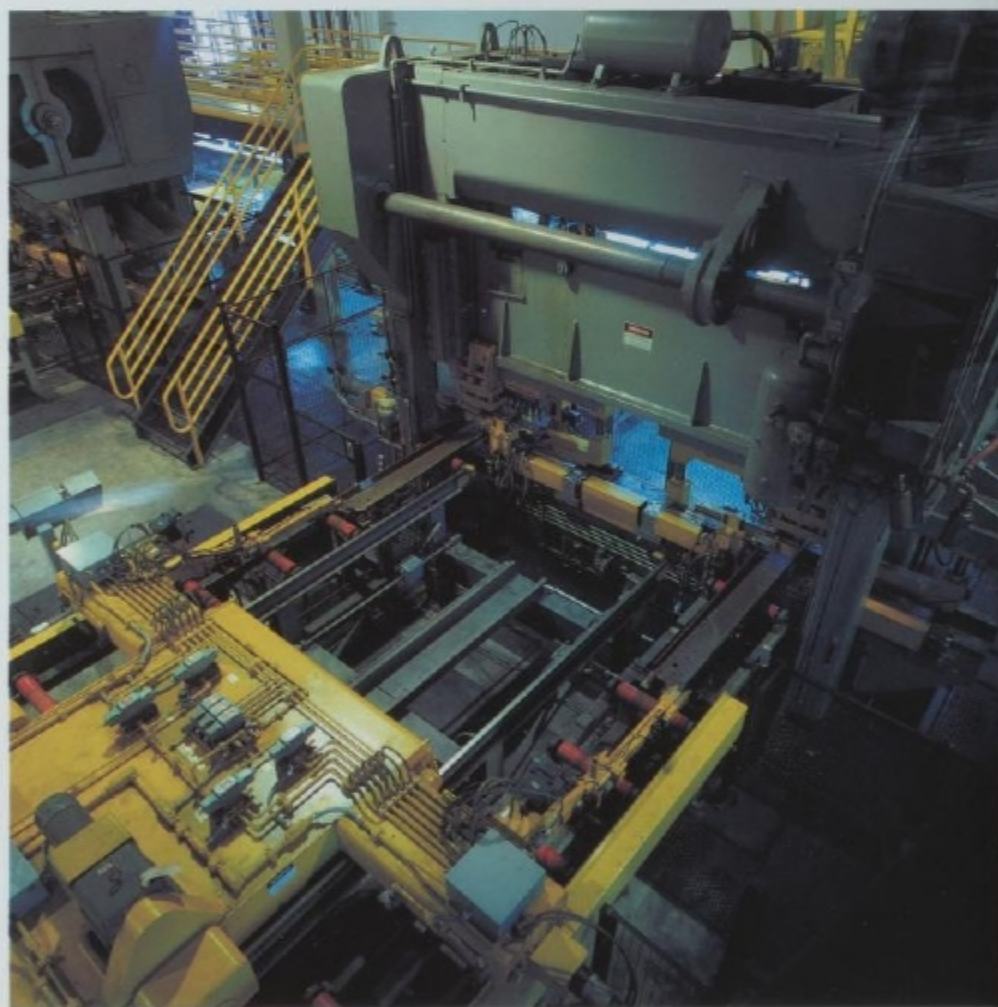
200-ton computerized frame press

Frame rails are automatically punched by a 200-ton press (pictured below) with virtually perfect accuracy and smoothness. The

frame is not weakened by unnecessary holes. The accuracy of frame piercing assures proper alignment of cross members and brackets to guarantee a square frame.

AeroForce tractors. Built Ford Tough. Backed Ford Tough.

Home of the Ford AeroForce, the Kentucky Truck Plant is the largest truck manufacturing facility in the Western World.





Ford Truck Performance Predictor

With the large number of diesel engines and drivetrains available today, how do you know which is best for you? There are mistakes you can make in spec'ing a tractor that you can live with. But spec the wrong powertrain and you can be in for a nightmare.

Ford has taken the science of powertrain spec'ing into the computer age with the Performance Predictor—a computer program used to analyze powertrain specifications and predict vehicle performance.

The program calculates:

- Startability • Gradeability • Shift points • Speedability • Reserve horsepower.

To determine powertrain performance all your Ford salesperson has to know is the model tractor you want, probable GCWR, desired cruising speed, and what grade you'd like to climb at cruising speed. Given that data, the Predictor then calculates minimum required horsepower and rear-axle ratio (after transmission selection) to achieve that performance.

Aerodynamics and performance

Predictor also demonstrates what aerodynamic devices or other components can save in horsepower. If gradeability at required cruising speed can be attained, for example, with less horsepower, Predictor can calculate that. This could result not only in enhanced performance, but in dollar savings as well.

The program shows how changes in GCWR or aerodynamic configuration, tire or trailer size affect reserve horsepower. And, it calculates reserve horsepower at each shift point.

Aerodynamic devices and packages are only effective if they are properly matched to each other and to your application. With Predictor you can be certain—before



you spend a penny—of how they will affect your truck's actual on-road performance.

The Ford Truck Performance Predictor—one more indication of our commitment to customer satisfaction.

Visit your Ford Heavy Truck Dealer and try several powertrain combinations with varying cruising speed and grade-climbing requirements. See how easy it is to find the combination that's right for your operation.

Predictor's determination of powertrain performance is computer-generated. Actual on-road vehicle performance may vary because of differences in operating conditions and driving habits.

The Ford Work-Ready Program

In addition to the Performance Predictor, another way to make sure you get the right tractor for your application—and get it fast—is through the Ford Work-Ready Program.

Work-Ready trucks are pre-engineered from field proven specifications. They're available for quick delivery. In fact, many Work-Ready models are stocked at KTP for immediate delivery. And, they carry Ford Extended Service Coverage (ESC) at no extra cost.

Double your drivetrain warranty

Ford ESC helps drive down the cost of ownership by increasing the coverage of your basic warranty protection on many items. Ford ESC on Work-Ready AeroForce units carries full parts and labor protection on the drivetrain nearly double the base warranty (excluding the engine).

Work-Ready "flex options"

Work-Ready fits the tractor to the job. They're pre-spec'd to deliver the

right frame, powertrain, and suspension/axle capacities for a range of given applications.

Yet, they're flexible enough to allow substitutions—"flex options"—on a variety of components.

Work-Ready componentry

Work-Ready doesn't mean bare bones. Notable Work-Ready componentry includes the kinds of equipment normally spec'd into premium tractors, like: Linehaul Full Instrumentation • 60-inch AeroBullet sleeper with arctic/desert insulation package • Custom Hi-Level exterior • Electronic AM/FM stereo radio with cassette • National Hi-Back Air Suspension driver's seat • Lighted and heated dual Western mirrors.

Work-Ready listings are subject to change. Your Ford Heavy Truck Dealer will be happy to give you the latest information on Package contents.

Many AeroForce tractors are stocked at our Kentucky Truck Plant for immediate delivery.



Options availability

Some options displayed or described here and elsewhere in this catalog are available at extra cost and may be offered in combination with other options or subject to additional ordering requirements or limitations. Your Ford Dealer has the latest information.

Product changes

Ford Truck Operations reserves the right to change product specifications at any time without incurring obligations. It is important to note also that some of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford Motor Company. Availability, price, quality and durability of these items rest solely with their respective sales organizations, and Ford assumes no responsibility for their use.

Federal regulations

Federal regulations such as those issued by the National Highway

Traffic Safety Administration, the Environmental Protection Agency or the Federal Highway Administration or issued pursuant to the Occupational Safety and Health Administration (OSHA) and/or state and local laws and regulations, may require additional equipment for the particular use you intend for the vehicle. It is the buyer's responsibility to determine the applicability of such laws and regulations to the buyer's intended use for the vehicle, and to arrange for installation of required equipment. Your Ford Dealer has information about the availability of many items of equipment which can be ordered for the vehicle.

"Ask your Ford Dealer"

Following the publication of this catalog, certain changes in standard equipment, options, prices and the like, or product delays, may have occurred which would not be included in these pages. Your Ford Dealer is your best source for up-to-date information.



Not just a new Ford...a new Ford attitude.

AeroForce is more than a name. Or a collection of tractors. It's a reflection of a new attitude. A way of doing business—with customer satisfaction over the long haul as our number one priority.

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