

No one's ever
built a truck
like this before.



A black and white photograph showing the interior of a Ford AeroMax truck cab. The view is from the driver's perspective, looking towards the dashboard and center console. The dashboard is filled with various gauges, including a large speedometer and several smaller gauges for fuel, oil pressure, and temperature. A steering wheel with the Ford logo is visible on the left. The center console has a gear shifter and handbrake. Two red plastic cups filled with coffee are placed in the cup holders. The overall design is functional and spacious.

The all-new AeroMax.

Before we built the all-new AeroMax we did something no one had ever done before... we asked over 5,000 professional truckers — drivers, owners and maintenance people — to help us design it.

To a level of cab comfort never before achieved in an over-the-road Class 8 Ford tractor.

With enhanced aerodynamics and lightweight components for improved payload capacity and fuel economy.

With an instrument panel layout that's already earned the highest "Customer Acceptance Rating" of any Ford ever.

With electrical and plumbing systems engineered for reliability, durability and ease of maintenance.

With support programs that can help control the cost of operation.

The new AeroMax is more than just a new truck... it's a new way of building a truck.

Easy to operate.

- We built the AeroMax from the driver seat out, with up to 9.5 inches of fore-and-aft seat movement: 2 inches more than previous AeroMax models.

- Cruise control function buttons are located on the steering wheel spokes, so drivers can keep their hands and eyes where they belong — on the wheel and on the road.

- We positioned spotlamps to illuminate the steering wheel area,

making it easy to read a map or a log book at night.

- The revolutionary instrument panel (IP) design has already received the highest "Customer Acceptance Rating" of any Ford IP ever.

- All primary gauges are positioned in front of the driver and all secondary gauges just off to the right, angled for easy reading.

- The overhead console features a pre-wired CB radio bin.

- An advanced climate control system helps make AeroMax the most comfortable Class 8 truck ever made by Ford.



- Floor-mounted throttle and brake pedals allow drivers to swivel between the two with their heels resting on the floor.

- An available 21-inch textured steering wheel reduces steering effort over the standard 18-inch steering wheel.

- All AeroMax radios feature extra-

large buttons on the tuning and volume controls for ease of operation.

- AeroMax is available in three interior trim packages: **Value**, for maximized function; **Prestige**, for added comfort and convenience; and **Ultimate**,

when only our best is good enough.

- The slope of the hood, along with the design of the instrument panel and the configuration of the

large composite doors (with an available passenger-side observation window) provides the driver with exceptional all-around visibility.

- Electronic door locks, windows and external mirror controls are conveniently located in a recess on the driver-side door panel.

When we designed the all-new AeroMax we gave the driver our top priority. We wanted it to be our quietest, most comfortable Class 8 tractor ever.

With a choice of three interior trim packages. With more head and shoulder room. More knee and belly room. More storage space. Positive ride and handling. And exceptional visibility.

The AeroMax instrument panel has already earned the highest "Customer Acceptance Rating" of any Ford ever.



Easy to maintain.

Downtime is often traceable to electrical or plumbing systems. The all-new AeroMax is engineered for reliability, durability and ease of maintenance.

- Wiring harnesses follow a general schematic included in the truck. Wiring is color-coded and numbered. Modular

cable spacers and nylon button-tie retainer straps secure the wiring and air lines along frame rails for less rubbing and chafing... lessening the possibility of electrical or air system plumbing concerns.

- Sealed connectors help make the electrical system more durable.

- A new Power Distribution Box, ahead of the main fusing system, provides added underhood protection, eliminating most in-line fusible links and centralizing maxi-fuse location.

- A quarter-turn of specially designed instrument panel screws is all it takes to pop sections of the panel off for easy access to fuses, lights and gauges. Circuit breakers are optional in place of fuses.

- Standard instrument panel gauges snap in and out for quick service. The one-piece clear lens is easily removable for cleaning.



- Generic gauges are easy to remove and are readily available at truck stops and parts stores.

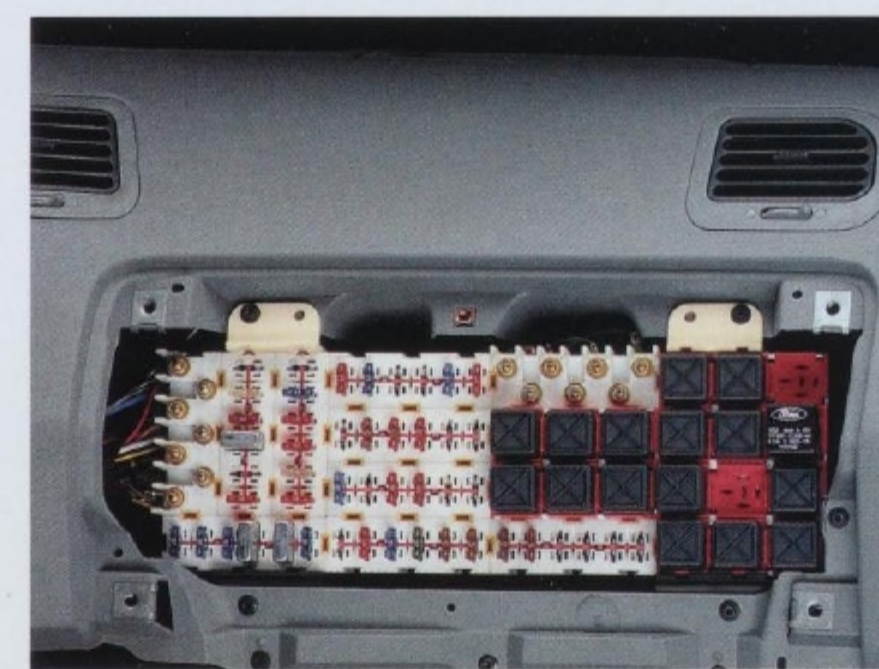
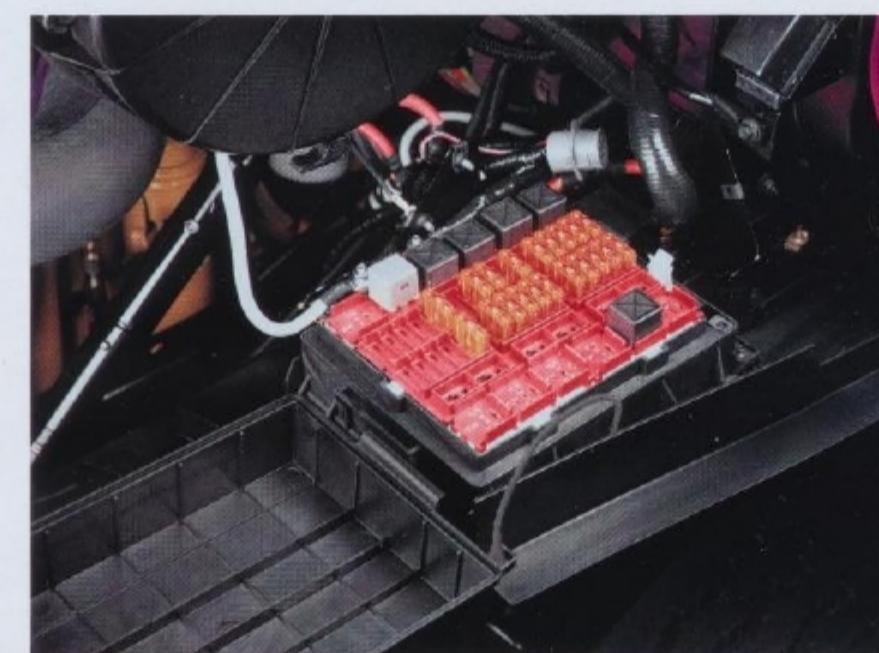
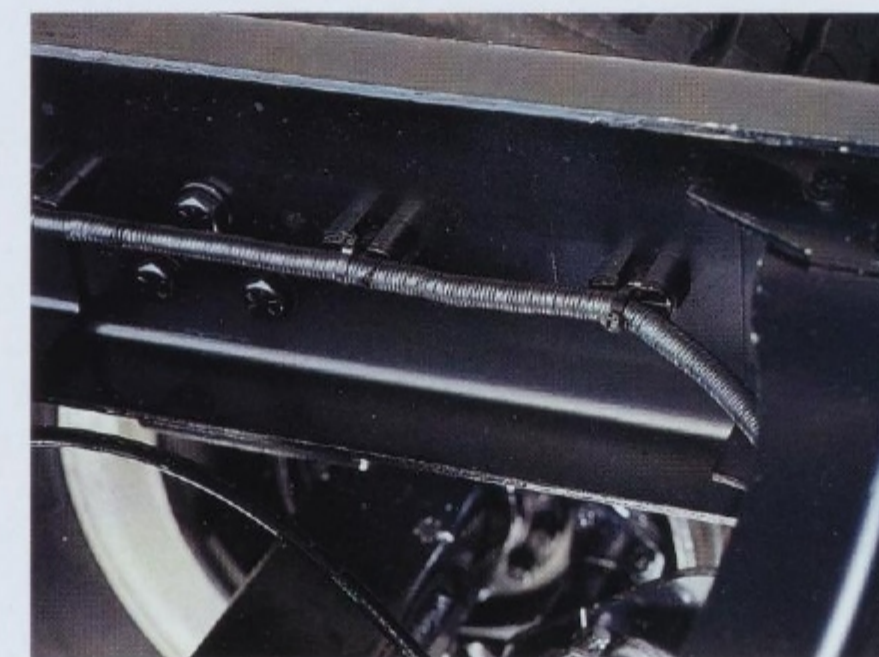
- Customer access circuits with terminal posts are designed for add-on equipment, eliminating the splicing and taping that commonly leads to downtime.

- Underhood and chassis plumbing has been improved significantly.

For example, cooling and heating system hoses are standardized and designed in straight sections, so you no longer need to stock hoses that are special-molded.

Straight sections can be picked up

and quickly cut to the required length. The result is less downtime.







Together we can run the country.

- With Ford Motor Credit's Commercial Lending Services Office in Dearborn and its eight dedicated regional offices staffed by Commercial lending professionals uniquely prepared to provide the Commercial customer with competitive, flexible and innovative financing and leasing assistance.

- With a 24-hour emergency roadside assistance program.

- With a computerized VIN data base, accessible by dealers, keeping a parts profile of each truck sold.

- With a 24-hour/7-days a week dealer

hotline assisting service personnel in repair diagnostics.

- With a dedicated Commercial Truck Warehouse and nine parts distribution centers shipping parts overnight to our U.S. commercial truck dealers.

- With FORDSTAR, an interactive dealer satellite communications system, providing ongoing communications and training. With technical training centers and Commercial Truck University training helping to insure that dealers are current on what it takes to keep you running.

