

**Introducing  
our biggest  
all-new cab  
ever...**





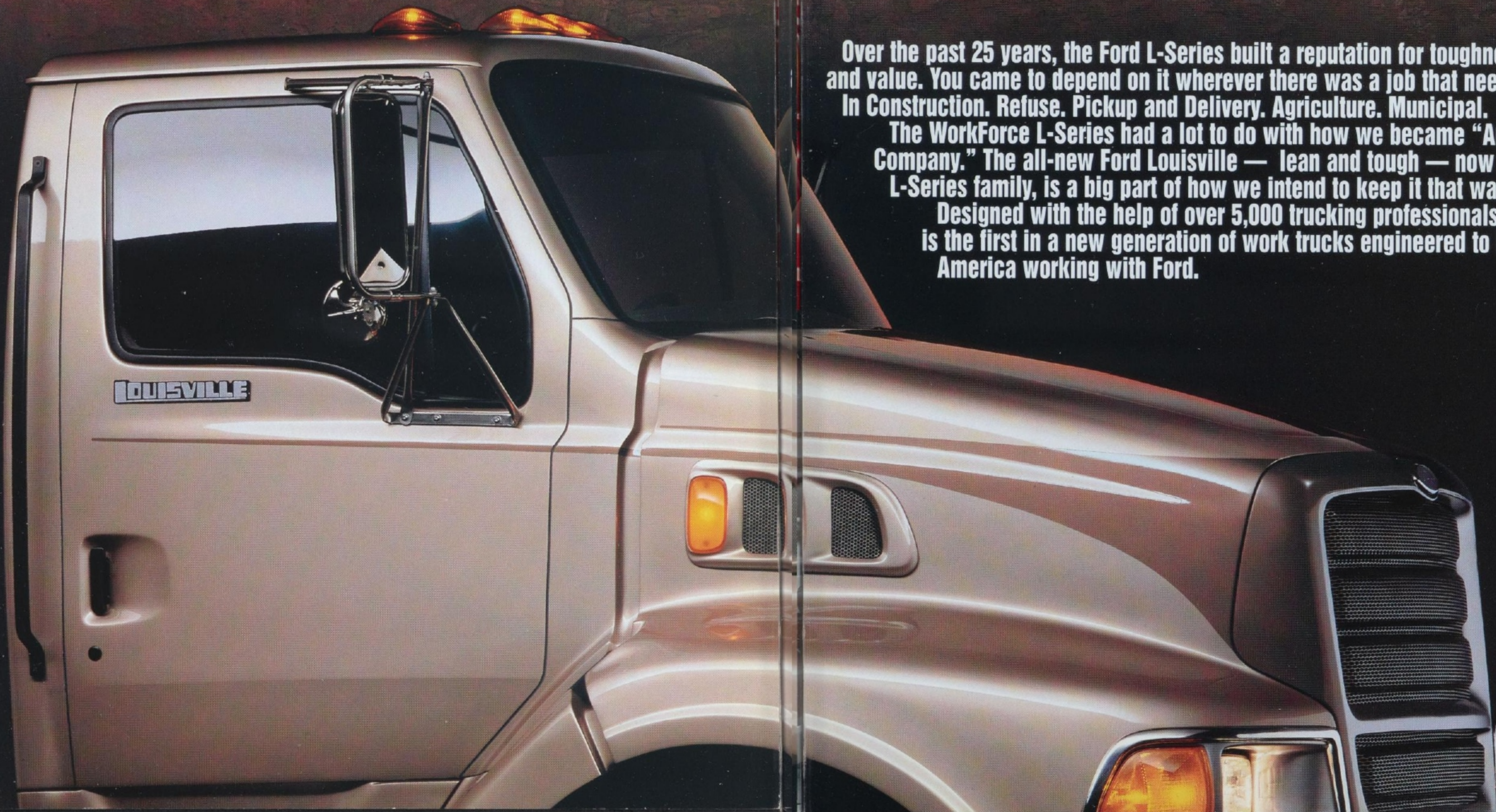


# The New Ford Louisville.

Over the past 25 years, the Ford L-Series built a reputation for toughness, versatility and value. You came to depend on it wherever there was a job that needed doing. In Construction. Refuse. Pickup and Delivery. Agriculture. Municipal.

The WorkForce L-Series had a lot to do with how we became "America's Truck Company." The all-new Ford Louisville — lean and tough — now joining the L-Series family, is a big part of how we intend to keep it that way.

Designed with the help of over 5,000 trucking professionals, the Louisville is the first in a new generation of work trucks engineered to keep America working with Ford.





# Easy to operate.

The all-new Louisville was designed from the inside out to be the most comfortable vocational cab we ever built.

• Drop-front side windows and an optional passenger door observation window give drivers an exceptional view of the road.

• The cab is the quietest ever offered in a Ford Class 7-8 truck.

• There are 9.5 inches of fore-and-aft seat movement for ample knee and belly room behind the wheel.

• Louisville is available in three interior trim packages: Value, Custom and Prestige.

• The Louisville instrument panel (IP) has received the highest "Customer Acceptance Rating" of any Ford IP ever.  
• Large, composite doors open wide, making it easy to get in and out of the cab.

• An available 21-inch steering wheel reduces steering effort over the standard 18-inch wheel.  
• Generic gauges are easy to remove and are readily available at truck stops and parts stores.



# Easy to maintain.

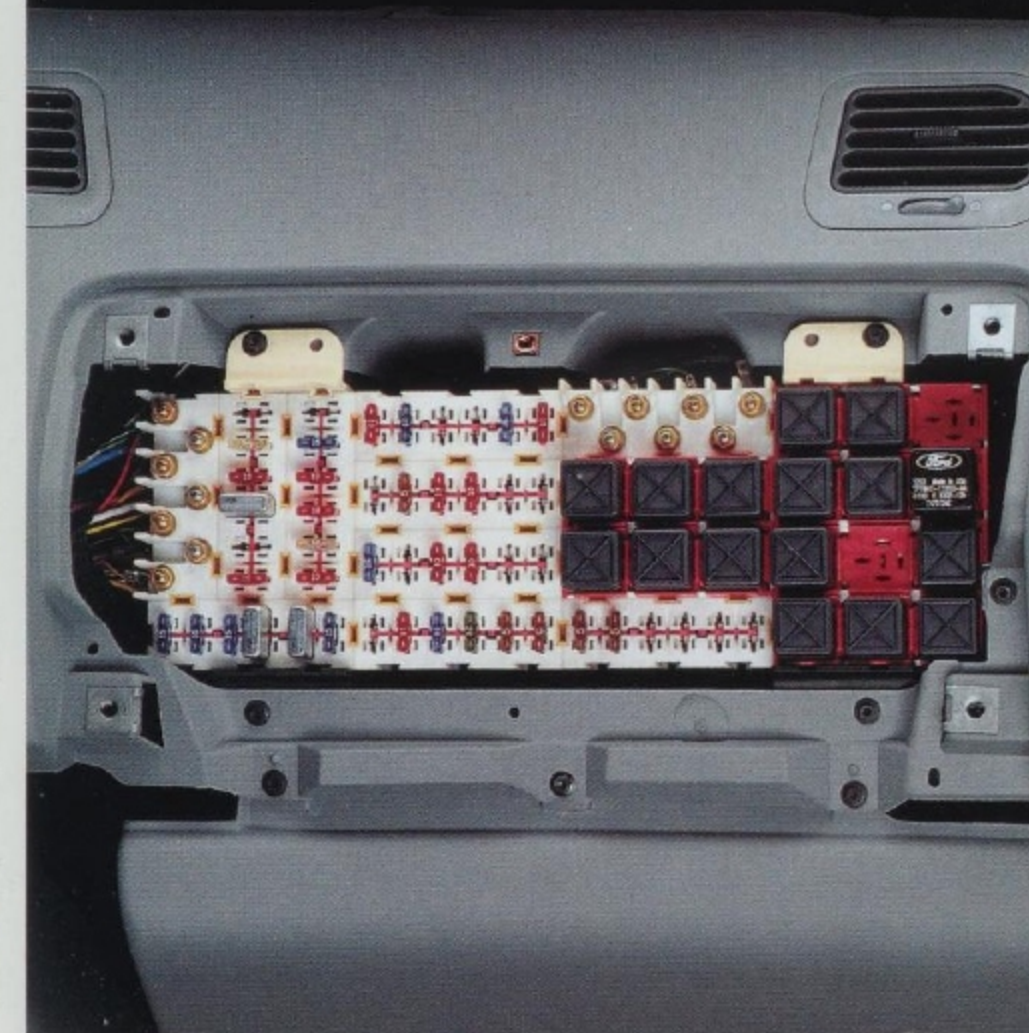
Because a good deal of downtime is traceable to electrical or plumbing systems, the all-new Louisville is engineered for reliability, durability and ease of maintenance.

• Wiring harnesses follow a general schematic included in the truck. Wiring is numbered and color-coded. Modular cable spacers and nylon button-tie retainer straps secure the wiring along frame rails for less rubbing and chafing.

• Sealed connectors help make the electrical system more durable.

• Extensive use of radiator straight hose and tubing permits readily available stock material to be used for most repairs.

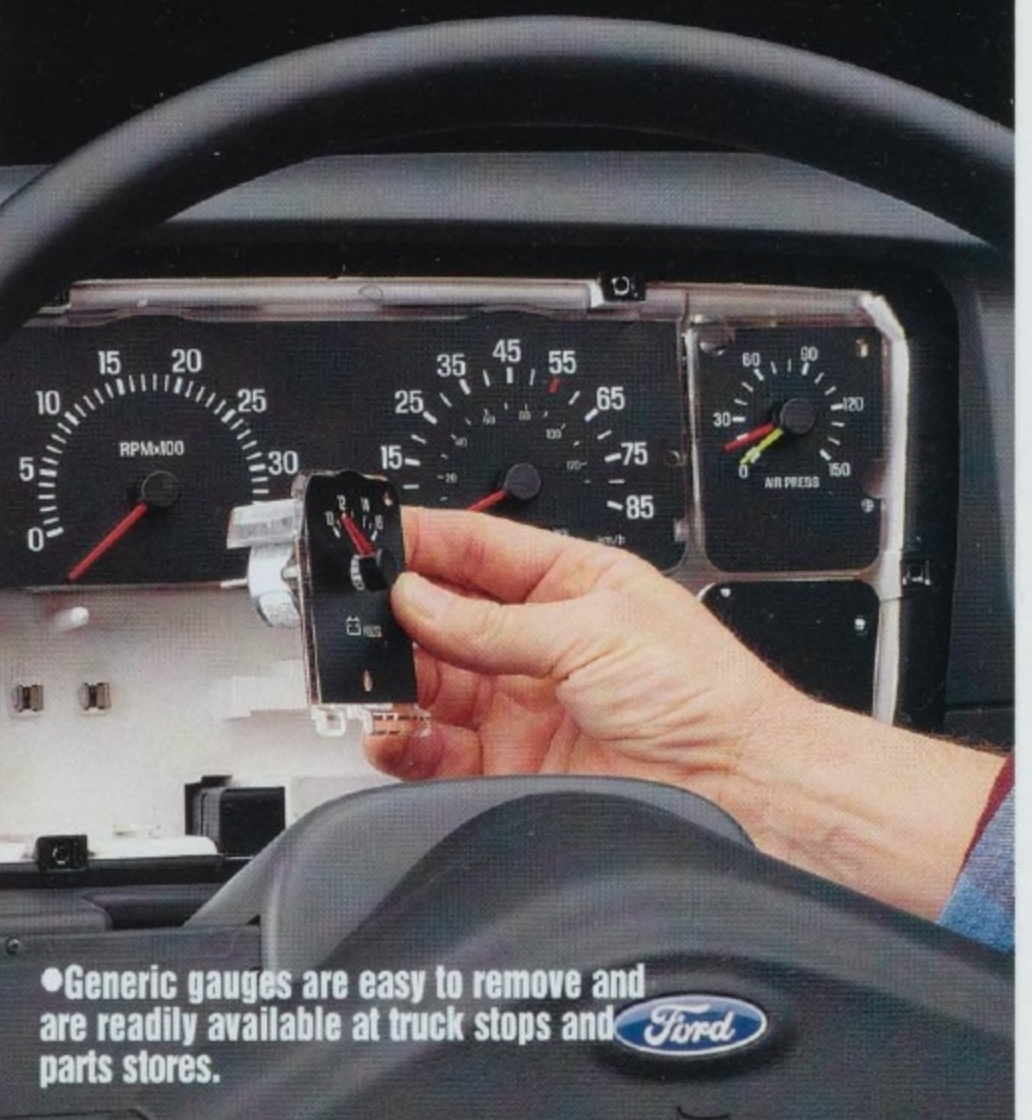
• A quarter-turn of specially designed instrument panel screws is all it takes to pop sections of the panel off for easy access to fuses, lights and gauges. Circuit breakers are optional in place of fuses.



• The Power Distribution Box, ahead of the main fusing system, provides added underhood electrical protection. It eliminates most in-line fusible links and centralizes the location of maxi fuses.

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

• 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.



LOUISVILLE





•Engines are available from Ford, Caterpillar, Cummins and Detroit Diesel from 210 - 500 hp.

•GVWRs range from 26,500 - 66,000 lbs.

•GCWRs range from 75,000 - 138,000 lbs.

•A stationary grille is part of the PTO and front-end extension option.

•Extensive use of radiator straight hose and tubing permits readily available stock material to be used for most repairs.

•We've cut routine maintenance and servicing time by 39% in the new Louisville — compared to current L-9000 Series trucks. And by 28% compared to the L-8000 Series.

•Push-to-connect air-brake fittings are proven to reduce leakage by over 70% compared to typical compression fittings.

•The all-new Louisville cab is our biggest Class 7-8 ever, with head, shoulder and leg room to spare.

•Hidden door hinges (with updated corrosion-protection) help give the new Louisville a modern look.

•The all-new body-side constructed cab, with composite doors and multi-piece fiberglass molded tilt front end, is made of durable steel.

•Clean frame rail option allows for easy installation of after-market equipment.

•Optional inverted "L" and double-channel reinforced frames offer substantial weight savings over 30SM reinforced frames.

•Louisville frames offer yield strengths up to 120,000 psi.

•Optional huck-bolted frame eliminates retorquing of frame bolts every 50,000 miles.

•Lighted "stairsteps" are up to 33% wider, with up to 35% more off-set than the L-Series, including full coverage under the door opening.

**Weight reduction with no loss of strength is a key design element in the Louisville. Notable weight-saving features include, but are not limited to:**

- Large, composite doors that provide corrosion protection and durability.
- A cab design so inherently strong that no heavy steel-reinforced door wedges are required.
- New radiator side tanks are made of corrosion-resistant Dupont Zytel™ glass-filled nylon.