

Truck of many tricks

by Joe Sage

If you love big pickups, going EV brings something new to the table. If you love EVs, going with a pickup does the same. If you love both, you may now be in heaven. If you love neither, who knows, this might be just what it takes for you to suddenly realize you love both.

The Ford F-150—America's single best-selling vehicle of any type, for many decades running—is now available as a full electric. It's still the F-150 you know and love so well, except, of course, for ways in which it's quite different. The Lightning name is clever, simultaneously evoking Lightning performance pickups from F-150's heritage, as well as of course the new truck's electric basis.

With 580 hp in our Extended Range build, this truck has the most torque ever for an F-150, 775 lb-ft, with zero-to-60 in the mid-4s, 10,000 pounds tow capacity (with optional Max Tow Package), about 2,000 pounds payload and dual-motor 4x4 as standard with either battery option. Its frame (built with the strongest steel ever used in an F-150) and independent rear suspension are all new, accommodating the weight and size of its batteries.

Range is estimated at 240 miles with its standard battery, or 320 with the extended-range battery in ours. Power can also be channeled to four 120-volt outlets and two USB chargers in the frunk (front trunk), with enhanced Pro Power Onboard to

power tools or toys at the jobsite or campsite.

The Lightning lineup starts at just over \$50 grand and runs up to just under \$100 grand, base. Our lower-level XLT adds XLT High, then about \$12,000 in options, notably (and desirably) the Extended Range and Max Tow Packages.

It's okay to obsess a bit about this truck's electric nature—it seems to do a bit of that itself. The binnacle instrumentation has one or two digits to tell you your speed, while the rest offers a wide array of information on range, batteries, charging status, miles per kWh, and anticipated timing.

All that information does prove useful, as we

found during our usual charging adventures. Given the challenge of finding an available and working charger (in an EV-heavy area where most have their own home chargers), we got up at about 3am and headed out.

Any seasoned pickup driver (or ideally any driver) knows the advantages of backing into a parking spot. The F-150 Lightning's charging port, however, is up front, making the operation a bit more awkward in any tight space.

You'll note a detailed set of specifications for charging times and estimated mileage per amount of charge, in our sidebar. This is useful information for planning—and sheds light on a more routine EV lifestyle, where drivers will get a feel for just how much juice they have to grab, and when. It's

also a bit of a bragging point (if hard to wade through), as the truck charged quite fast, despite our having the cabin heat, heated seat, heated steering wheel and radio turned on to pass the time in a winter's night's wee hours.

Past experience had us expecting to still be there as the sun came up at 7am, but this shut itself down at 90 percent, about an hour and a quarter before that—leaving us time to grab a breakfast burrito and still get home before sun-up.

All else is pretty much as you would expect from a high-powered F-150 (or from an EV). One item of repeated note was that all that torque seems to make it straight to the steering wheel, where you will learn you need to be attentive and hang on tight, whether in freeway lanes or especially when doing a 90-degree turn into a multi-lane street.

If that's a price of power, you'll be pleased to pay it. Accelerating up a freeway ramp, the world is all yours—first to the top, if you want to be. ■



SPECIFICATIONS

ASSEMBLY.....Rouge Electric, Dearborn Mich
 MOTOR BUILD.....Van Dyke Transmission Plant, Sterling Heights Mich
 MOTORS.....dual eMotor, front/rear, inboard three-phase fixed magnet AC motors, transverse mounted
 BATTERY.....lithium-ion pouch w internal battery mgmt, liquid cooled, 131 kWh usable (Extended Range)
 PEAK POWER.....(Ext Range) 580 hp / 433 kW
 PEAK TORQUE.....(either battery) 775 lb-ft
 TRANSMISSION.....single speed
 DRIVETRAIN.....4WD
 ONBOARD CHARGER (INPUT/OUTPUT):
(Extended Range) 19.2kW/17.6kW
 SUSPENSION.....F: indep dbl-wishbone w coil-over shocks, heavy-duty gas pressurized monotube shocks, stblzr bar;
 R: indep semi-trailing arms, coil springs, heavy-duty gas pressurized monotube shocks, stblzr bar
 STEERING / BRAKES.....na / na
 WHEELS.....(opt) 20-in dark carbonized gray aluminum
 TIRES.....(opt) 275/60R20 BSW A/S
 LENGTH / WHEELBASE.....232.7 / 145.5 in
 BED LENGTH.....5 ft 5 in
 GROUND CLEARANCE.....8.4 in
 APPRCH/DEPART/BRKOVER.....24.4 / 23.6 / 17.6°
 TURNING CIRCLE.....na (est 6500 lb)
 HEADROOM (F/R).....40.8 / 40.4 in
 LEGROOM (F/R).....43.9 / 43.6 in
 FRONT TRUNK CAPACITY.....14.1 cu.ft
 MAX PAYLOAD.....(w Ext Battery) 1952 lb
 MAX TOW ..(Max Tow Pkg, Ext Batt) 10,000 lb
 WEIGHT.....na
 RANGE.....(full charge, targeted) 320 miles
 CHARGE TIMES (EXT RANGE BATTERY, EST):
 Level 3 150kW.....(15-80%).....41 min
 Level 3 50kW.....(15-80%).....122 min
 Level 2 48A.....(15-100%).....8 hrs
 Level 2 80A.....(15-100%).....13 hrs
 32A/240W mobile.....(15-100%).....19 hrs
 MILES/CHARGE (EXT RANGE BATTERY, EST):
 Level 3 150kW.....(10 min).....54 miles
 Level 2 80A.....(1 hour).....30 miles
 Level 2 48A.....(1 hour).....20 miles
 32A/240W mobile.....(1 hour).....13 miles
 MPGe.....MPGe 78/63/70 (city/hwy/comb)
48 kW-hrs per 100 miles

BASE PRICE (XLT).....\$52,974
 EQUIPMENT GROUP 312A: XLT High.....9500

SUBTOTAL (XLT High).....\$62,474
 DUAL EMOTOR - EXT RANGE BATTERY.....10,000
 MAX TRAILER TOW PKG.....825
 PARTITIONED LOCKABLE STORAGE.....225
 BEDLINER: Toughbed spray-in.....595
 DESTINATION CHARGE.....1695

TOTAL (XLT High Ext Range).....\$75,814
 (Note: prices have increased; see below.)

2022 F-150 LIGHTNING LINEUP

Pro.....\$55,974
 XLT.....63,474
 XLT High.....68,474
 XLT High / Extended Range.....▼ 80,974
 Lariat.....74,474
 Lariat Extended Range.....85,974
 Platinum Extended Range.....96,874

NOTE: prices had already gone up between our truck's sticker and the time we drove it; and they went up another \$4000 just as we went to press. Check with your dealer for the latest.