



April 17, 2025

Mr. James D. Farley, Jr.
President and Chief Executive Officer
Ford Motor Company
World Headquarters
1 American Road
Dearborn, MI 48126

Dear Mr. Farley:

On behalf of America's corn farmers and the undersigned state corn organizations, we express our deep concern regarding Ford Motor Company's recent departure from producing Flex Fuel Vehicles (FFVs), particularly within the F-Series lineup. This decision directly impacts one of your most loyal customer bases—America's farmers—and represents a significant shift away from both Ford's legacy and future potential in renewable fuel leadership.

Ford has long promoted the F-150 as America's best-selling pickup truck, a distinction due in no small part to strong support from rural communities and agricultural producers. Farm families have historically chosen the F-150 not only for its towing and payload capabilities but also because it was a truck they could fuel with ethanol—a domestic, renewable fuel made from corn, grown and refined in the very communities where Ford trucks are most popular.

Your company's role in promoting ethanol is rooted in its history. Henry Ford himself envisioned ethanol as a key to reducing America's dependence on foreign oil, and the Model T was designed to run on biofuel blends over a century ago. Ford carried this legacy in the 1990s and early 2000s by expanding its FFV offerings and partnering with the industry to expand E85 infrastructure. By 2014, nearly half of all light-duty vehicles produced by Ford, GM, and Chrysler were FFVs, and farmers proudly drove those trucks.

Today, however, your Flex Fuel options have vanished from the production line, with no FFVs currently offered on any Ford vehicle. This leaves farm families who wish to invest in a new, American-made FFV with few viable options. While General Motors continues manufacturing FFVs, Ford has moved away from a proven technology in favor of electric vehicles—despite the limited practicality and infrastructure available for EVs in rural areas.

We acknowledge the impact of the U.S. Environmental Protection Agency's decision to eliminate FFV production credits in 2014, which diminished incentives for automakers to continue offering flex-fuel models. However, ethanol continues to provide real-world benefits

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that can be measured, verified, and enhanced with onboard diagnostics technology, a solution the auto industry previously proposed to the EPA.

While EVs may be feasible for some, the transition must not come at the cost of eliminating existing, viable, clean alternatives. American-grown ethanol reduces greenhouse gas emissions, supports energy independence, and strengthens rural economies. At a time when farm families are navigating uncertain markets, rising production costs, and shrinking global demand, it is essential to maintain diverse fuel choices that support our rural, state, and national economies.

On behalf of America’s corn farmers, we urge Ford Motor Company to renew its commitment to FFVs and work with members of Congress to reinstate incentives that capitalize on today’s domestic energy production. We request a meeting at Ford’s Dearborn headquarters or Washington, D.C., office to discuss this matter directly. To coordinate, please contact Matt Ziegler, NCGA director of public policy, renewable fuels, at (202) 664-6062.

Today’s farm families want to continue driving trucks made in America, powered by fuel made in America. We believe Henry Ford’s original vision to empower farmers and reduce our reliance on foreign oil remains as relevant today as it was in 1908. Let us work together to ensure Ford continues to be *Built for America*—including the farmers who help feed and fuel it.

Sincerely,

Alabama Soybean and Corn Association
Arkansas Corn and Grain Sorghum
Georgia Corn Growers Association
Illinois Corn Growers Association
Indiana Corn Growers Association
Iowa Corn Growers Association
Kansas Corn Growers Association
Kentucky Corn Growers Association
Maryland Grain Producers Association
Michigan Corn Growers Association
Minnesota Corn Growers Association

Missouri Corn Growers Association
National Corn Growers Association
Nebraska Corn Growers Association
New York Corn & Soybean Growers Association
North Dakota Corn Growers Association
Ohio Corn & Wheat Growers Association
Pennsylvania Corn Growers Association
Tennessee Corn Growers Association
Texas Corn Producers Association
Virginia Grain Producers Association
Wisconsin Corn Growers Association

Cc: Steven Croley, Ford Motor Company Chief Policy Officer and General Counsel
Jim Baumbick, Ford Motor Company Vice President, Ford Product Development and Quality
Bob Holycross, Ford Motor Company Vice President, Chief Sustainability, Environment and Safety Officer
Mike Amend, Ford Motor Company Chief Enterprise Technology Officer



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