

SGI Consumer Information Request

I recently had to buy a new truck due to the fact that a semi used my previous one as a stopping tool on the highway.

It was a 2018 f150 platinum and I switched into a 2026 tremor (lesser trim) and my dismay when I was slapped with a 2800 dollar insurance bill and had I gotten a 2025 f150 super crew it would of been 1700.

This is a 64 percent increase and well above the "3.6" coming this July.

The 2025 tremor comes standard with more tech even like the hud and the hud windshield This is grotesque and unjust raise in insurance.

Considering the average cost of a f150, including tax and cost of borrow from what I've found peaks at a difference of 6,672 dollars from the 2025 tremor to the 2026

And the lariat being just over 3000 and the xlt being just over 1000 more It seems hard to justify a 64 percent change.

I hope to hear back on this matter .

SGI Response

Here is a table to compare the rates for the 2018, 2025 and 2026 model years of your truck. I've included the IBC CLEAR damage rate groups to help show their classification system is used to calculate the Auto Fund rates. Rate groups have been developed from 0 to 99 based on the claim history of each vehicle. The higher the rate group, the higher the physical damage claim cost, and the corresponding damage premium for the vehicle.

Model year	Make	Model	IBC Rate Group for 2022 Premium	2022 Premium	IBC Rate Group for 2026 Premium	2026 Premium
2018	Ford	F150 Supercrew 4WD	41	1,647	49	1,705
2025	Ford	F150 Supercrew 4WD	47	1,833	63	1,897
2026	Ford	F150 Supercrew 4WD	66	2,610	66	2,702

Rates are capped for individual vehicles when the Auto Fund makes a rate change, like the upcoming one that will be made June 1st, 2026. Rates are not capped on a customer basis. The last rate change happened on April 1, 2022. Since then, the rate for the 2026 model

year was created, and since no previous rate existed for that vehicle, it was set according to its damage rate group assigned by IBC which was 66.

The rate change on June 1st, 2026 will be implemented with a 3.6% rate cap, so each row is increasing by 3.5% in the table above when you compare their 2022 rates to the 2026 ones.

IBC has updated their CLEAR table, as they do annually, and in newer publications, the 2025 model year rate group has increased from 47 to 63. This means that the earlier assignment of rate group 47 was not high enough, and once they collected the nation-wide loss experience for this vehicle, it was revised to a higher rate group of 63 which is much closer to the 2026 model year. Since we are rate capping at 3.6% with the upcoming rate change on June 1, 2026, the 2025 rate will change from 1,833 to 1,897, but it should be much closer to the 2026 model year.

Another thing I'll add is the purchase price or market value of the newer vehicles are less of a consideration because most are repaired rather than written off, and repair costs between a 2025 and 2026 model year would generally be close on average, depending on the damage. The main thing in this case is that rate capping has created the big difference in the insurance premium when you compare the two, but they should be closer based on the similar claim costs.