



ForTec Medical, with a fleet of more than 200 vehicles, uses the Transit Connect for its high-volume equipment services.

CONNECTING EQUIPMENT TO SURGEONS IN NEED

Serving more than 35 states, ForTec Medical celebrated 25 years in 2013 — and it's been a Ford customer since day one. ForTec Medical maintains and provides medical equipment and technician services on a per-use or rental basis for surgeons and hospitals needing specialty or expensive technology.

ForTec is not only a frontrunner when it comes to these services, but the company is also considered an “early adopter” when it comes to its Ford fleet.

THE RIGHT FIT

Joe Zak, VP of operations at ForTec who has been with the company for four years, says ForTec jumped into the Transit Connect as soon as it came out. “The Ford dealership we work with actually told us that we have some of the highest mileage Transit Connect models because we got them so early on,” he says.

Prior to the Transit Connect, the fleet consisted primarily of E-250s and some E-150s. But hitting at more than 20 miles per gallon for ForTec, the Transit Connect vans make a good fit in this high-mileage fleet. Vehicles average around 40,000 miles annually. “The fuel savings alone adds up to about \$5,000 per vehicle, per year,” Zak says.

The 2013-MY and earlier Transit Connect models,

which make up a majority of ForTec's 200-plus vehicle fleet, were chosen for more than just the fuel economy. For starters, most of ForTec's equipment is on wheels, so the smooth versus corrugated flooring in the Transit Connect means one less step in the upfit process. Zak says this saves the team from having to put in a steel slab or other flooring solution, which would just add weight and additional costs anyway.

With changes to the 2014-MY Transit Connect, Zak says that the company may need to jump into a slightly larger van for its high-volume equipment. He doesn't foresee stepping outside of Ford products, though. “We've experimented with others over the years, but they just weren't as reliable or as good for us as the Ford vehicles have been,” Zak says. “Plus our fleet manager has built a good relationship with them and the folks that upfit our vans also recommend Ford because it's easy for them to modify the vehicles.”

The company also currently uses E-350s and E-450s upfitted with straight boxes to handle some of the larger equipment. Zak says the company is currently looking at the upcoming 2015 Transit to not only replace the outgoing E-Series, but to accommodate ForTec's high-volume equipment that might not fit in the 2014-MY Transit Connect. “We're entertaining that decision right now,” he says. ■



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TRANSIT CONNECT VAN

With a range of configurations, the 2014-MY Transit Connect helps give fleets more choices in picking the right van for the right job. Engines include the standard 2.5L Duratec® I-4 or the available 1.6L EcoBoost® I-4 — both paired with a 6-speed SelectShift™ Automatic transmission. The Transit Connect can be ideal for businesses that don't need the size or expense of a full-size van.

SPECS & MAXIMUM CAPABILITIES:

- EPA-estimated rating of 22 city/30 hwy/25 combined mpg¹
- GVWR: 5,280 lbs.
- Wheelbase: 104.8" (SWB) or 120.6" (LWB)
- Cargo volume: 126.4 cu.-ft. (SWB) and 151.1 cu.-ft. (LWB)
- Payload: 1,710 lbs.



¹ Based on the Transit Connect Van with the available 1.6L EcoBoost® I-4 engine. Actual mileage will vary.

F-550 SUPER DUTY® CHASSIS CAB



With an available gas or diesel engine on the F-550, fleets can tackle a variety of tough jobs with this Super Duty® Truck. The 2014-MY is available with a 6.8L 3-valve V10 gas engine mated to a TorqShift® 5-speed SelectShift™ Automatic transmission, or a 6.7L Power Stroke V8 Turbo Diesel engine paired with a 6-speed transmission. Four upfitter switches are standard for easier vehicle modifications.

SPECS & MAXIMUM CAPABILITIES:

- Conventional Towing: 16,000 lbs.
- 5th-Wheel Towing¹: 16,500-26,600 lbs.
- Fuel tank capacity: 40 gallons
- Horsepower (6.8L): 362
- Torque (6.8L): 457 lb.-ft.

¹ When properly equipped and depends on model specifications. Range includes gas and diesel, 4x2 and 4x4, models.

F-650 AND F-750 CHASSIS CABS

The Ford F-650 and F-750 help give fleets the extra punch they need for hauling, towing, and other demanding tasks. Steering-wheel mounted Cruise Control comes standard and a backup alarm is optional. A 6.8L 3-valve Triton® V10 gas engine is available on the F-650, as well as a Cummins® ISB 6.7L Turbo Diesel engine, which is standard on the F-750.

SPECS & MAXIMUM CAPABILITIES:

- GVWR: 37,000 lbs. (F-750) and 30,000 (F-650 gas)
- Horsepower (gas): 360
- Torque (diesel): 800 lb.-ft.
- Alternator: 210 AMP (standard), or 240/320 AMP (optional)
- Fuel capacity: up to 145 gallons



F-59 STRIPPED CHASSIS



The highest-capacity Ford commercial stripped chassis, the F-59 comes standard with a 6.8L EFT Triton® V-10 engine. The transmission is a 5-speed TorqShift® Automatic transmission with tow/haul mode. The F-59 includes a 40-gallon fuel tank and three GVWRs: 16,000, 19,500, and 22,000. A CNG/LPG gaseous engine prep package¹ is also available.

SPEC & MAXIMUM CAPABILITIES:

- Horsepower: 362
- Torque: 457 lb.-ft.
- Wheelbase: 158", 178", 190" or 208"
- Alternator: 175-Amps
- Battery: 78-Amps, 750 CCA, 12-volt maintenance-free

¹ Vehicle will be equipped with the standard factory gasoline fuel system. This package does not include CNG/LPG fuel tanks, lines, etc.

