



From left to right is Click Wholesale Distributing driver Sean Cooper, Chairman/CEO/Owner Jim Florio, and Operations Manager Vaughn Sommerseth.

DISTRIBUTOR CHOOSES CNG FOR CLEAN DELIVERY

For the last four years, Jim Florio, chairman and CEO of Click Wholesale Distributing based in Kent, Wash., has focused on sustainability — and Ford's CNG-prepped F-650s have helped him do just that.

Click Wholesale Distributing, which began in 2002 distributing wine and craft beer, has expanded from six employees to more than 100 today. Now with 20 trucks in total, Click Wholesale Distributing launched its first F-650 in spring 2013, and its seventh dedicated CNG truck came online in January 2014.

The F-650s have been added to the distributor's static delivery routes to grocery stores, restaurants, bars and wine shops alike. Click Wholesale distributes to more than 2,200 customers in six counties throughout western Washington.

LOOKING AT THE CNG PICTURE

In expanding the fleet, Florio wanted to select alternative-fuel options, and says he chose the Ford F-650 because of its affordable CNG capabilities. "Ford has given us a lot of bang for our buck," he says, adding that in his research, finding an affordable CNG option in the current market can be difficult.

Florio explains that in the next five years the

company's goal is to convert its fleet to 100% CNG. "Once the fleet is 100% converted, we estimate we will have eliminated the consumption of 45,000 gallons of diesel annually," Florio says.

Each truck averages 25,000-30,000 miles per year. Florio says that the converted trucks are seeing a savings of around \$500 in fuel costs per month, per truck. He hopes the company will one day have its own onsite fueling station, once the fleet is completely converted to clean energy and the company moves to a larger warehouse facility.

Energy independence, being environmentally conscious, and supporting domestically produced fuels are the driving forces behind Click Wholesale's commitment to clean energy. Employees and suppliers have taken notice of the company's sustainability initiatives.

Florio reports that drivers have given positive feedback about the CNG truck. "The F-650 has plenty of power and provides enhanced driver comfort," he says. "The drivers are also proud to be part of a solution to drastically reduce vehicle emissions. And because this vehicle is so affordable, more of our drivers can drive new trucks." ■



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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.



Pre-production vehicle shown. Available summer 2014.

TRANSIT VAN

With three roof heights, four body styles and a range of wheelbases, the 2015-MY Ford Transit brings versatility that will help fleets make their next van purpose-built. The Transit comes with a 3.7L V6 gas engine, or fleets can choose from an available 3.5L EcoBoost® V6 engine or 3.2L Power Stroke® I-5 diesel. The GVWR ranges from 8,600 to 10,360 lbs., depending on the configuration.

AVAILABLE FEATURES INCLUDE:

- CNG/LPG Gaseous Engine Prep Package¹ on 3.7L V6
- 6-Speed SelectShift™ Automatic Transmission
- Customizable cargo management
- Several cargo door configurations, including available dual sliding doors

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

E-SERIES CUTAWAY

The E-Series Cutaway comes in three model choices, each with a standard 5.4L EFI Triton® V8 engine and a TorqShift® 5-speed Automatic transmission with tow/haul mode. Several upfit packages are available, including a CNG/LPG gaseous fuel-prep package¹, and body upfits such as ambulance, shuttle, or school bus prep packages. The cutaway also includes optional speed limiters for fleets.

SPECS & MAXIMUM CAPABILITIES:

- Horsepower (5.4L): 255
- Torque (5.4L): 350 lb.-ft.
- Fuel tank capacity: 40 gallons
- GVWR range: 10,050-14,500 lbs.
- Payload range: 5,090-9,040 lbs.
- Wheelbase: 138", 158" or 176"

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



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

