

ford transit fuel economy

ford transit fuel economy is a critical consideration for businesses and individuals who rely on this versatile commercial vehicle for transportation and delivery needs. Understanding the fuel efficiency of the Ford Transit can help operators manage operating costs, plan routes more effectively, and reduce their environmental footprint. This article provides an in-depth analysis of the factors influencing Ford Transit fuel economy, compares different engine options and configurations, and offers practical tips for maximizing fuel efficiency. Whether you are evaluating the best Ford Transit model for your fleet or seeking ways to optimize fuel consumption, this guide covers essential information to assist with informed decision-making. The discussion will also highlight technological advancements and maintenance practices that impact fuel economy.

- Overview of Ford Transit Fuel Economy
- Engine Options and Their Impact on Fuel Efficiency
- Factors Affecting Ford Transit Fuel Economy
- Fuel Economy Comparison: Ford Transit vs Competitors
- Techniques to Improve Ford Transit Fuel Economy
- Environmental and Economic Benefits of Efficient Fuel Use

Overview of Ford Transit Fuel Economy

The Ford Transit is a full-size van renowned for its flexibility, reliability, and range of configurations. Fuel economy varies significantly depending on the model year, engine type, drivetrain, and body configuration. Generally, the Ford Transit offers competitive miles per gallon (MPG) ratings for a vehicle of its size and capacity, balancing power and efficiency. Recent models have incorporated advanced engine technologies and lightweight materials aimed at improving fuel consumption. Understanding the baseline fuel economy figures for various Transit models provides a foundation for fleet planning and cost evaluation.

Typical Fuel Economy Ratings

Fuel economy ratings for the Ford Transit typically range between 14 and 19 miles per gallon combined, depending on the engine and configuration. For example, gasoline-powered 3.5-liter V6 engines tend to average about 14-15 MPG, while the 2.0-liter EcoBlue diesel variants can reach closer to 19 MPG under optimal conditions. The availability of rear-wheel drive and all-wheel drive options also influences fuel consumption, with all-wheel drive models generally consuming more fuel due to added drivetrain complexity and weight.

Model Variants and Their Effect on Efficiency

The Ford Transit comes in multiple variants, including cargo vans, passenger vans, and chassis cabs. Each variant's weight, aerodynamics, and intended use impact fuel economy. For instance, passenger vans tend to be heavier due to added seating and amenities, which can reduce fuel efficiency compared to cargo models. Additionally, roof height and wheelbase length alter aerodynamics and rolling resistance, further affecting miles per gallon.

Engine Options and Their Impact on Fuel Efficiency

Engine selection plays a crucial role in determining the Ford Transit fuel economy. Ford offers several powertrain choices tailored to different commercial needs, balancing power output with fuel efficiency. Understanding the specifications and performance characteristics of each engine option helps buyers select the most efficient configuration for their operational requirements.

3.5L EcoBoost V6 Engine

The 3.5-liter EcoBoost V6 is a turbocharged gasoline engine delivering strong performance suitable for heavy-duty applications. While it offers robust horsepower and torque, its fuel economy is typically lower than smaller or diesel engines due to higher fuel consumption under load. This engine is often favored for towing and payload capacity but may result in higher fuel costs.

2.0L EcoBlue Diesel Engine

Ford's 2.0-liter EcoBlue diesel option is designed for improved fuel economy and lower emissions. Diesel engines inherently provide better fuel efficiency due to higher energy content per gallon of fuel and greater thermal efficiency. The EcoBlue engine can deliver up to 19 MPG combined, making it an attractive option for long-distance and high-mileage commercial operations. Additionally, diesel engines generally offer longer service intervals, contributing to cost savings.

Electric and Hybrid Powertrains

Ford has introduced electric variants of the Transit van to address increasing demand for zero-emission commercial vehicles. While battery-electric models eliminate traditional fuel consumption, their overall efficiency depends on factors such as battery capacity, payload, and driving conditions. Hybrid models, where available, seek to combine internal combustion engines with electric assistance to enhance fuel economy and reduce emissions, though these options are currently limited in availability.

Factors Affecting Ford Transit Fuel Economy

Several variables influence the real-world fuel economy of the Ford Transit beyond the engine and model configuration. Understanding these factors can help operators optimize vehicle usage and reduce fuel expenses.

Load and Payload

The weight carried by the Transit directly affects fuel consumption. Heavier loads increase engine strain, reduce acceleration efficiency, and result in higher fuel usage. Maintaining loads within recommended limits and minimizing unnecessary weight can improve miles per gallon.

Driving Conditions and Terrain

Urban stop-and-go traffic, frequent idling, and hilly terrain can significantly decrease fuel economy. Conversely, steady highway speeds on flat terrain promote optimal fuel efficiency by reducing engine load and improving aerodynamics.

Tire Selection and Maintenance

Proper tire inflation and using tires designed for low rolling resistance contribute to better fuel economy. Underinflated or worn tires increase rolling resistance, forcing the engine to consume more fuel to maintain speed.

Driver Behavior

Driving habits such as rapid acceleration, excessive idling, and high-speed driving negatively impact fuel consumption. Smooth acceleration, maintaining moderate speeds, and reducing idle time are effective methods for conserving fuel.

Fuel Economy Comparison: Ford Transit vs Competitors

When evaluating the Ford Transit fuel economy, it is essential to consider how it compares to similar vehicles in the commercial van segment. Competitors include models like the Mercedes-Benz Sprinter, Ram ProMaster, and Nissan NV Cargo.

Mercedes-Benz Sprinter

The Sprinter offers diesel and gasoline engine options, with fuel economy ratings comparable to the Ford Transit. Diesel variants typically achieve slightly higher MPG figures, but repair and maintenance costs can be more expensive.

Ram ProMaster

The Ram ProMaster is known for its front-wheel-drive layout and efficient gasoline engines. Its fuel economy is competitive with the Transit, though specific figures vary by configuration and engine choice.

Nissan NV Cargo

Nissan NV Cargo offers fewer engine options, primarily relying on gasoline powertrains. Its fuel economy tends to be lower than the Transit, particularly in heavy-duty configurations.

- Ford Transit fuel economy is generally competitive within its class.
- Diesel engines usually provide the best fuel efficiency across models.
- Operating costs should be evaluated along with fuel economy for total cost of ownership.

Techniques to Improve Ford Transit Fuel Economy

Implementing strategies to enhance fuel efficiency can yield substantial savings and environmental benefits. Several practical steps can be taken by Ford Transit operators to maximize miles per gallon.

Regular Maintenance

Routine servicing such as oil changes, air filter replacement, and fuel system cleaning ensures the engine operates at peak efficiency. Well-maintained vehicles consume less fuel and produce fewer emissions.

Optimizing Load Management

Minimizing unnecessary cargo and organizing loads to reduce weight and improve aerodynamics can improve fuel consumption. Securing items to prevent shifting also reduces drag and energy loss.

Route Planning and Speed Control

Efficient route planning that avoids congestion and minimizes stop-and-go traffic can reduce fuel use. Maintaining consistent speeds and using cruise control on highways further enhances fuel economy.

Use of Technology and Telematics

Advanced telematics systems monitor driving behavior and vehicle performance, providing data to optimize fuel usage. Fleet managers can use this information to train drivers and schedule maintenance proactively.

Environmental and Economic Benefits of Efficient Fuel Use

Improving Ford Transit fuel economy not only reduces operational costs but also contributes to sustainability goals. Reduced fuel consumption leads to lower greenhouse gas emissions and decreased reliance on fossil fuels.

Cost Savings

Fuel is a significant expense for commercial vehicle operators. Enhancing fuel efficiency directly lowers fuel expenditures, improving profitability and competitiveness.

Lower Emissions and Compliance

Better fuel economy results in reduced carbon dioxide and pollutant emissions, helping businesses comply with environmental regulations and corporate social responsibility standards.

Enhanced Vehicle Lifespan

Efficient driving and proper maintenance reduce engine wear and tear, extending the vehicle's operational life and lowering long-term capital costs.

1. Fuel-efficient vehicles contribute to a cleaner environment.
2. Operational savings from improved fuel economy enhance business sustainability.
3. Compliance with emission standards supports corporate reputation and legal requirements.

Frequently Asked Questions

What is the average fuel economy of a Ford Transit van?

The average fuel economy of a Ford Transit van typically ranges between 14 to 19 miles per gallon (mpg), depending on the model year, engine type, and configuration.

Which Ford Transit model offers the best fuel efficiency?

The Ford Transit with the 3.5L EcoBoost V6 engine tends to offer better fuel efficiency compared to older models, with some configurations achieving up to 19 mpg on the highway.

How does the fuel economy of the Ford Transit compare to other cargo vans?

The Ford Transit generally offers competitive fuel economy compared to other full-size cargo vans like the Mercedes-Benz Sprinter and Ram ProMaster, often providing better mpg in city driving conditions.

Can using alternative fuels improve the Ford Transit's fuel economy?

Yes, certain Ford Transit models are available with options for propane or compressed natural gas (CNG), which can lead to lower fuel costs and improved fuel economy depending on fuel prices and usage.

What driving habits can improve fuel economy in a Ford Transit?

Maintaining steady speeds, avoiding rapid acceleration, minimizing idling time, and keeping the vehicle well-maintained can significantly improve the fuel economy of a Ford Transit.

Does the payload affect the Ford Transit's fuel economy?

Yes, carrying heavier loads or maximizing payload capacity typically decreases the Ford Transit's fuel economy due to the increased engine effort required.

Are there any recent Ford Transit models with hybrid or electric options to enhance fuel economy?

Ford has introduced the Transit Hybrid and is expanding electric options like the all-electric Ford E-Transit, which offers significantly improved fuel economy and zero emissions compared to traditional gas-powered models.

Additional Resources

1. Maximizing Ford Transit Fuel Efficiency: A Practical Guide

This book offers a comprehensive approach to improving the fuel economy of Ford Transit vans. It covers driving techniques, maintenance tips, and modifications that can help reduce fuel consumption. Ideal for fleet managers and individual drivers alike, it aims to save money and reduce environmental impact.

2. The Ford Transit Fuel Economy Handbook

A detailed manual focused on understanding the factors that affect fuel economy in Ford Transit vehicles. It includes data analysis, real-world testing results, and advice on selecting the right engine and configurations for optimal efficiency. The book also explores the effects of load, speed, and terrain on fuel performance.

3. Eco-Driving the Ford Transit: Techniques for Better Mileage

This guide teaches eco-driving strategies specifically tailored for Ford Transit drivers. It explains how acceleration, braking, and route planning can influence fuel use. With practical examples and tips, it helps drivers adopt habits that extend their vehicle's range and reduce fuel costs.

4. Maintenance and Upgrades for Ford Transit Fuel Savings

Focusing on the mechanical side, this book highlights essential maintenance practices that keep the Ford Transit running efficiently. It also explores aftermarket upgrades like low rolling resistance tires and aerodynamic enhancements that improve fuel economy. Readers will learn how proactive care can lead to significant fuel savings.

5. Ford Transit Fuel Economy: Fleet Management Strategies

Designed for fleet operators, this book provides insights into managing multiple Ford Transit vehicles with fuel economy as a priority. It discusses monitoring systems, driver training, and scheduling to minimize fuel usage across a fleet. The book also covers cost-benefit analyses of various fuel-saving technologies.

6. Understanding Ford Transit Engine Options and Fuel Efficiency

This title delves into the different engine options available for the Ford Transit and their impact on fuel economy. It explains the technical specifications, fuel types, and performance trade-offs. Readers will gain a clear understanding of how to choose the best engine configuration for their needs.

7. Hybrid and Electric Ford Transit: The Future of Fuel Economy

Exploring the emerging hybrid and electric versions of the Ford Transit, this book discusses how these alternatives improve fuel efficiency and reduce emissions. It covers technology, charging infrastructure, and driving range considerations. The book is a forward-looking resource for those interested in sustainable commercial vehicles.

8. Route Optimization and Fuel Savings for Ford Transit Drivers

This book emphasizes the importance of route planning in minimizing fuel consumption for Ford Transit drivers. It offers tools and techniques for selecting the most fuel-efficient routes, considering traffic patterns and delivery schedules. The practical advice helps drivers cut down on unnecessary mileage and idle times.

9. Real-World Fuel Economy Case Studies: Ford Transit in Action

Featuring case studies from businesses and individuals, this book showcases real-world examples of fuel economy improvements in Ford Transit vans. It analyzes strategies implemented, challenges faced, and results achieved. The stories provide valuable lessons and inspiration for readers looking to optimize their own fuel use.

Ford Transit Fuel Economy

Find other PDF articles:

<https://staging.devenscommunity.com/archive-library-310/files?docid=Dax76-7076&title=front-end-development-agency.pdf>

ford transit fuel economy: Fuel Economy Guide , 2010

ford transit fuel economy: Energy Savings Strategies for Transit Agencies Frank Gallivan, 2013 TRB's Transit Cooperative Research Program (TCRP) Synthesis 106: Energy Savings Strategies for Transit Agencies describes energy reduction strategies being used in the United States and Canada that address vehicle technologies; vehicle operations, maintenance, and service design; non-revenue vehicles; stations and stops; building; indirect energy use; and renewable power generation.--Publication page.

ford transit fuel economy: The Use of Small Buses in Transit Service P. Brendon Hemily, National Research Council (U.S.). Transportation Research Board, Transit Cooperative Research Program, 2002 Examines the use of small buses -- 30 ft or less in length -- as replacements for large buses in fixed-route, scheduled service or those used in innovative, more flexible operations such as route deviation or demand-response service.

ford transit fuel economy: Ford Transit Peter Lee, 2015-03-23 A commemorative history of fifty years of the iconic Ford Transit van, from the launch of the first-generation Transit in 1965, right up to the present day. Covering the full range of Transit models and with over three hundred photographs (including previously unpublished pictures from Ford's picture archive), Ford Transit - Fifty Years is an ideal resource for anyone with an interest in this world-beating commercial vehicle. Written by acknowledged Ford Transit expert Peter Lee, the book covers the development era - light commercial vehicles in the 1950s, the 'Project Redcap' prototypes and the first Transit. Production and development of all eight generations and variants of Transits are also covered, including custom vans, camper vans, minibuses and special vehicle options. Specification guides, awards, sales figures are all included as well as marketing worldwide. Finally, there are interviews with designers, engineers and Ford employees, along with owners' experiences. The Transit has and continues to receive numerous awards, voted 'International Van of the Year' in 2001 and 2013. With the 2014 launch of the all-new two-tonne Transit and its pioneering technology, this looks to be only the first fifty years of the Ford Transit story.

ford transit fuel economy: Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles National Research Council, Transportation Research Board, Division on Engineering and Physical Sciences, Board on Energy and Environmental Systems, Committee to Assess Fuel Economy Technologies for Medium- and Heavy-Duty Vehicles, 2010-07-30 Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles evaluates various technologies and methods that could improve the fuel economy of medium- and heavy-duty vehicles, such as tractor-trailers, transit buses, and work trucks. The book also recommends approaches that federal agencies could use to regulate these vehicles' fuel consumption. Currently there are no fuel consumption standards for such vehicles, which account for about 26 percent of the transportation fuel used in the U.S. The miles-per-gallon measure used to regulate the fuel economy of passenger cars. is not appropriate for medium- and heavy-duty vehicles, which are designed above all to carry loads efficiently. Instead, any regulation of medium- and heavy-duty vehicles should use a metric that reflects the efficiency with which a vehicle moves goods or passengers, such as gallons per ton-mile, a unit that reflects the amount of fuel a vehicle would use to carry a ton of goods one mile. This is called load-specific fuel consumption (LSFC). The book estimates the improvements that various technologies could achieve over the next decade in seven vehicle types. For example, using advanced diesel engines in tractor-trailers could lower their fuel consumption by up to 20 percent by 2020, and improved aerodynamics could yield an 11 percent reduction. Hybrid powertrains could lower the fuel consumption of vehicles that stop frequently, such as garbage trucks and transit buses, by as much 35 percent in the same time frame.

ford transit fuel economy: Electric and Hybrid Vehicles Program. Annual Report to Congress. Nineteenth. Fiscal Year 1995 , 1996

ford transit fuel economy: Highway Safety Literature , 1979

ford transit fuel economy: Automobile Fuel Economy and Research and Development United States. Congress. Senate. Committee on Commerce, 1975

ford transit fuel economy: *Automotive Technology and Fuel Economy Standards* United States. Congress. Senate. Committee on Commerce, Science, and Transportation. Subcommittee on Science, Technology, and Space, 1980

ford transit fuel economy: *Energy* , 1977

ford transit fuel economy: *Fuel Economy* John C. Hilliard, George S. Springer, 2013-11-11 Concern about the reduced availability and the increased cost of petroleum fuels prompted great efforts in recent years to reduce the fuel consumption of auto mobiles. The ongoing efforts to reduce fuel consumption have addressed many relevant factors, including increased engine performance, reduced friction, use of lightweight materials, and reduced aerodynamic drag. The results of the investigations assessing the various factors affecting fuel economy have been published in journals, conference proceedings, and in company and government reports. This proliferation of technical information makes it difficult for workers to keep abreast of aU developments. The material presented in this book brings together in a single volume much of the relevant materials, summarizes many of the state-of-the-art theories and data, and provides extensive lists of references. Thus, it is hoped that this book will be a useful reference for specialists and practicing engineers interested in the fuel economy of automobiles. J. C. HILLIARD o. S. SPRINGER vii CONTENTS 1. AUTOMOTIVE FUEL ECONOMY David Cole I. Introduction and Background. 1 n. Fuel Economy Factors 9 A. Engine..... 11 B. Drive Train. 20 C. Vehicle Factors. 22 D. Operating Factors. 28 E. Test Cycles 32 References 33 2. FUEL ECONOMY AND EMISSIONS J. T. Kummer I. Introduction 35 n. Emission Regulations

ford transit fuel economy: *Energy Research Abstracts* , 1980

ford transit fuel economy: *Scientific and Technical Aerospace Reports* , 1978

ford transit fuel economy: *Green Logistics* Alan McKinnon, Michael Browne, Anthony Whiteing, Maja Piecyk, 2015-02-03 Leading the way in current thinking on environmental logistics, Green Logistics provides a unique insight on the environmental impacts of logistics and the actions that companies and governments can take to deal with them. It is written by leading researchers in the field and provides a comprehensive view of the subject for students, managers and policy-makers. Fully updated, the 3rd edition of Green Logistics has a more global perspective than previous editions. It introduces new contributors and international case studies that illustrate the impact of green logistics in practice. There is a new chapter on the links between green logistics and corporate social responsibility and a series of postscripts examining the effects of new developments, such as 3D printing, distribution by drone, the physical internet and the concept of peak freight. Other key topics examined include: carbon auditing of supply chains; transferring freight to greener transport modes; reducing the environmental impact of warehousing; improving the energy efficiency of freight transport; making city logistics more environmentally sustainable; reverse logistics for the management of waste; role of government in promoting sustainable logistics. The 3rd edition of Green Logistics includes indispensable online supporting materials, including graphics, tables, chapter summaries, and guidelines for lecturers.

ford transit fuel economy: *Energy: a Continuing Bibliography with Indexes* , 1978

ford transit fuel economy: *Automobile Fuel Economy and Research and Development. Hearings Before...*, 94-1, Mar. 12 and 13, 1975 United States. Congress. Senate. Commerce Committee, 1975

ford transit fuel economy: *Advanced Direct Injection Combustion Engine Technologies and Development* H Zhao, 2009-12-18 Volume 2 of the two-volume set Advanced direct injection combustion engine technologies and development investigates diesel DI combustion engines, which despite their commercial success are facing ever more stringent emission legislation worldwide. Direct injection diesel engines are generally more efficient and cleaner than indirect injection

engines and as fuel prices continue to rise DI engines are expected to gain in popularity for automotive applications. Two exclusive sections examine light-duty and heavy-duty diesel engines. Fuel injection systems and after treatment systems for DI diesel engines are discussed. The final section addresses exhaust emission control strategies, including combustion diagnostics and modelling, drawing on reputable diesel combustion system research and development. - Investigates how HSDI and DI engines can meet ever more stringent emission legislation - Examines technologies for both light-duty and heavy-duty diesel engines - Discusses exhaust emission control strategies, combustion diagnostics and modelling

ford transit fuel economy: *Department of Transportation and Related Agencies Appropriations for 1977* United States. Congress. House. Committee on Appropriations. Subcommittee on Dept. of Transportation and Related Agencies Appropriations, 1976

ford transit fuel economy: Department of Transportation and Related Agencies Appropriations for 1977 United States. Congress. House. Committee on Appropriations. Subcommittee on Department of Transportation and Related Agencies Appropriations, 1976

ford transit fuel economy: Focus On: 100 Most Popular Sedans Wikipedia contributors,

Related to ford transit fuel economy

Ford Transit Mileage and MPG's Forum dedicated to discussions of your Ford Transit's mileage, fuel economy, mpgs and other related topics

Most fuel efficient Transit? - Ford Transit USA Forum I am mulling over the purchase of a Transit. Even went to the local Ford dealership today and test drove a low roof, short wheel base, EcoBoost cargo van (T250), 2018 model.

Initial MPG on new extended hi-roof ecoboost 3.73 RWD | Ford We just picked up our new van and drove it from KC to Vermont - about 1400 miles. It's a high roof extended rear-wheel drive with the EcoBoost and a 3.73 rear end. We used

3.5L PFDi vs 3.5L EcoBoost - mileage and reliability - Ford Transit The 3.5L PFDI engine has only been out for a few months, so reliability in Transit real-world use is not possible to ascertain. Most of us with the EcoBoost have found them to

Gas mileage for high roof long (no EL)? - Ford Transit USA Forum We were a bit surprised at the MPG for our brand new 21' high roof long transit crew van 12.3 mpg??? whats everyone else seeing?

MPG for 3.7L Transit Wagon or Van - Ford Transit USA Forum It would be helpful if owners of either Vans or Wagons with the 3.7L. For now let's include all lengths and roof heights, using the Transit's computer MPG and/or hand-calculated

Mpg in Transit 250 Cargo, 3.7, 3800 mile trip - Ford Transit USA Ford claims that both the 3.7L V6 and 3.5 EB get approximately the same 14 city and 19 highway in low- and medium-roof vans. So regardless of how different these MPG

fuel economy at maximum payload (3.7L) | Ford Transit USA Forum I just finished my hauling for the weekend. I tipped the scale at 9020 lbs with the 3.7L and 3.73 rear end. mid roof, 148 WB. My calculated mileage was 13.93 mpg. 6th gear

3.5L PFDi gas mileage - Ford Transit USA Forum 2020 T-150, low roof passenger XLT 3.5L PFDi, 3.73 limited slip. First tank 670 miles typical city and highway driving, 19.3mpg. Per the window sticker I should get 16mpg

MPG FORD TRANSIT HIGH ROOF AWD ECOBOOST LONG (NOT 2024 Ford Transit 350 XLT High Roof Passenger Van, AWD, 148 long (not extended), EcoBoost, Dual batteries under the driver seat from the factory, the larger 31 gallon

Ford Transit Mileage and MPG's Forum dedicated to discussions of your Ford Transit's mileage, fuel economy, mpgs and other related topics

Most fuel efficient Transit? - Ford Transit USA Forum I am mulling over the purchase of a Transit. Even went to the local Ford dealership today and test drove a low roof, short wheel base, EcoBoost cargo van (T250), 2018 model.

Initial MPG on new extended hi-roof ecoboost 3.73 RWD | Ford We just picked up our new van and drove it from KC to Vermont - about 1400 miles. It's a high roof extended rear-wheel drive with the EcoBoost and a 3.73 rear end. We used

3.5L PFDi vs 3.5L EcoBoost - mileage and reliability - Ford Transit The 3.5L PFDi engine has only been out for a few months, so reliability in Transit real-world use is not possible to ascertain. Most of us with the EcoBoost have found them to

Gas mileage for high roof long (no EL)? - Ford Transit USA Forum We were a bit surprised at the MPG for our brand new 21' high roof long transit crew van 12.3 mpg??? whats everyone else seeing?

MPG for 3.7L Transit Wagon or Van - Ford Transit USA Forum It would be helpful if owners of either Vans or Wagons with the 3.7L. For now let's include all lengths and roof heights, using the Transit's computer MPG and/or hand-calculated

Mpg in Transit 250 Cargo, 3.7, 3800 mile trip - Ford Transit USA Ford claims that both the 3.7L V6 and 3.5 EB get approximately the same 14 city and 19 highway in low- and medium-roof vans. So regardless of how different these MPG

fuel economy at maximum payload (3.7L) | Ford Transit USA Forum I just finished my hauling for the weekend. I tipped the scale at 9020 lbs with the 3.7L and 3.73 rear end. mid roof, 148 WB. My calculated mileage was 13.93 mpg. 6th gear

3.5L PFDi gas mileage - Ford Transit USA Forum 2020 T-150, low roof passenger XLT 3.5L PFDi, 3.73 limited slip. First tank 670 miles typical city and highway driving, 19.3mpg. Per the window sticker I should get 16mpg

MPG FORD TRANSIT HIGH ROOF AWD ECOBOOST LONG (NOT 2024 Ford Transit 350 XLT High Roof Passenger Van, AWD, 148 long (not extended), EcoBoost, Dual batteries under the driver seat from the factory, the larger 31 gallon

Ford Transit Mileage and MPGs Forum dedicated to discussions of your Ford Transit's mileage, fuel economy, mpgs and other related topics

Most fuel efficient Transit? - Ford Transit USA Forum I am mulling over the purchase of a Transit. Even went to the local Ford dealership today and test drove a low roof, short wheel base, EcoBoost cargo van (T250), 2018 model.

Initial MPG on new extended hi-roof ecoboost 3.73 RWD | Ford We just picked up our new van and drove it from KC to Vermont - about 1400 miles. It's a high roof extended rear-wheel drive with the EcoBoost and a 3.73 rear end. We used

3.5L PFDi vs 3.5L EcoBoost - mileage and reliability - Ford Transit The 3.5L PFDi engine has only been out for a few months, so reliability in Transit real-world use is not possible to ascertain. Most of us with the EcoBoost have found them to

Gas mileage for high roof long (no EL)? - Ford Transit USA Forum We were a bit surprised at the MPG for our brand new 21' high roof long transit crew van 12.3 mpg??? whats everyone else seeing?

MPG for 3.7L Transit Wagon or Van - Ford Transit USA Forum It would be helpful if owners of either Vans or Wagons with the 3.7L. For now let's include all lengths and roof heights, using the Transit's computer MPG and/or hand-calculated

Mpg in Transit 250 Cargo, 3.7, 3800 mile trip - Ford Transit USA Ford claims that both the 3.7L V6 and 3.5 EB get approximately the same 14 city and 19 highway in low- and medium-roof vans. So regardless of how different these MPG

fuel economy at maximum payload (3.7L) | Ford Transit USA Forum I just finished my hauling for the weekend. I tipped the scale at 9020 lbs with the 3.7L and 3.73 rear end. mid roof, 148 WB. My calculated mileage was 13.93 mpg. 6th gear

3.5L PFDi gas mileage - Ford Transit USA Forum 2020 T-150, low roof passenger XLT 3.5L PFDi, 3.73 limited slip. First tank 670 miles typical city and highway driving, 19.3mpg. Per the window sticker I should get 16mpg

MPG FORD TRANSIT HIGH ROOF AWD ECOBOOST LONG (NOT 2024 Ford Transit 350 XLT

High Roof Passenger Van, AWD, 148 long (not extended), EcoBoost, Dual batteries under the driver seat from the factory, the larger 31 gallon

Ford® - New Hybrid & Electric Vehicles, SUVs, Crossovers, Trucks, Ford® is Built for America. Discover the latest lineup in new Ford vehicles! Explore hybrid & electric vehicle options, see photos, build & price, search inventory, view pricing & incentives &

Trusted New & Used Ford Dealer | Bud Clary Ford of Moses Lake Bud Clary Ford of Moses Lake is part of an auto group serving the area since 1959. Browse our inventory of new and used vehicles, along with expert service!

New & Used Car Dealership in Moses Lake, WA - Bud Clary Browse quality vehicles for every budget in Moses Lake, WA - Ford, Honda, Chevy, Toyota, Chrysler, Dodge, Jeep, RAM, and a vast selection of used cars

Bud Clary Ford of Moses Lake - Moses Lake, WA | Read reviews by dealership customers, get a map and directions, contact the dealer, view inventory, hours of operation, and dealership photos and video. Learn about Bud Clary

Ford Cars and Models Ford has restructured its vision for cars. With an emphasis on capability and roominess, as well as high performance and fuel economy-focused options, the latest lineup is designed with

All Ford Dealers in Moses Lake, WA 98837 - Autotrader Find Moses Lake Ford Dealers. Search for all Ford dealers in Moses Lake, WA 98837 and view their inventory at Autotrader

Bud Clary Ford of Moses Lake Bud Clary Ford of Moses Lake located at 1140 South Pioneer Way, Moses Lake, WA 98837 - reviews, ratings, hours, phone number, directions, and more

New Cars Trucks SUVs in Stock - Bud Clary Ford of Moses Lake 2 days ago Browse pictures and detailed information about the great selection of new Ford cars, trucks, and SUVs in the Bud Clary Ford of Moses Lake online inventory

The Complete Ford Vehicle Lineup | Prices, Ratings, Specs Ford Cars, Trucks, and SUVs Ford has a proud heritage of building iconic American vehicles, from its famous Mustang sports car to the best-selling F-150 full-size truck and GT supercar.

Ford Of Moses Lake: Your Trusted Ford Dealer in Moses Lake, Washington Visit Ford Of Moses Lake in Moses Lake, Washington for the best selection of Ford vehicles. Experience quality service and great prices

Ford Transit Mileage and MPGs Forum dedicated to discussions of your Ford Transit's mileage, fuel economy, mpgs and other related topics

Most fuel efficient Transit? - Ford Transit USA Forum I am mulling over the purchase of a Transit. Even went to the local Ford dealership today and test drove a low roof, short wheel base, EcoBoost cargo van (T250), 2018 model.

Initial MPG on new extended hi-roof ecoboost 3.73 RWD | Ford We just picked up our new van and drove it from KC to Vermont - about 1400 miles. It's a high roof extended rear-wheel drive with the EcoBoost and a 3.73 rear end. We used

3.5L PFDi vs 3.5L EcoBoost - mileage and reliability - Ford Transit The 3.5L PFDi engine has only been out for a few months, so reliability in Transit real-world use is not possible to ascertain. Most of us with the EcoBoost have found them to

Gas mileage for high roof long (no EL)? - Ford Transit USA Forum We were a bit surprised at the MPG for our brand new 21' high roof long transit crew van 12.3 mpg??? whats everyone else seeing?

MPG for 3.7L Transit Wagon or Van - Ford Transit USA Forum It would be helpful if owners of either Vans or Wagons with the 3.7L. For now let's include all lengths and roof heights, using the Transit's computer MPG and/or hand-calculated

Mpg in Transit 250 Cargo, 3.7, 3800 mile trip - Ford Transit USA Ford claims that both the 3.7L V6 and 3.5 EB get approximately the same 14 city and 19 highway in low- and medium-roof vans. So regardless of how different these MPG

fuel economy at maximum payload (3.7L) | Ford Transit USA Forum I just finished my

hauling for the weekend. I tipped the scale at 9020 lbs with the 3.7L and 3.73 rear end. mid roof, 148 WB. My calculated mileage was 13.93 mpg. 6th gear

3.5L PFDi gas mileage - Ford Transit USA Forum 2020 T-150, low roof passenger XLT 3.5L PFDi, 3.73 limited slip. First tank 670 miles typical city and highway driving, 19.3mpg. Per the window sticker I should get 16mpg

MPG FORD TRANSIT HIGH ROOF AWD ECOBOOST LONG (NOT 2024 Ford Transit 350 XLT High Roof Passenger Van, AWD, 148 long (not extended), EcoBoost, Dual batteries under the driver seat from the factory, the larger 31 gallon

Ford Transit Mileage and MPGs Forum dedicated to discussions of your Ford Transit's mileage, fuel economy, mpgs and other related topics

Most fuel efficient Transit? - Ford Transit USA Forum I am mulling over the purchase of a Transit. Even went to the local Ford dealership today and test drove a low roof, short wheel base, EcoBoost cargo van (T250), 2018 model.

Initial MPG on new extended hi-roof ecoboost 3.73 RWD | Ford We just picked up our new van and drove it from KC to Vermont - about 1400 miles. It's a high roof extended rear-wheel drive with the EcoBoost and a 3.73 rear end. We used

3.5L PFDi vs 3.5L EcoBoost - mileage and reliability - Ford Transit The 3.5L PFDI engine has only been out for a few months, so reliability in Transit real-world use is not possible to ascertain. Most of us with the EcoBoost have found them to

Gas mileage for high roof long (no EL)? - Ford Transit USA Forum We were a bit surprised at the MPG for our brand new 21' high roof long transit crew van 12.3 mpg??? whats everyone else seeing?

MPG for 3.7L Transit Wagon or Van - Ford Transit USA Forum It would be helpful if owners of either Vans or Wagons with the 3.7L. For now let's include all lengths and roof heights, using the Transit's computer MPG and/or hand-calculated

Mpg in Transit 250 Cargo, 3.7, 3800 mile trip - Ford Transit USA Ford claims that both the 3.7L V6 and 3.5 EB get approximately the same 14 city and 19 highway in low- and medium-roof vans. So regardless of how different these MPG

fuel economy at maximum payload (3.7L) | Ford Transit USA Forum I just finished my hauling for the weekend. I tipped the scale at 9020 lbs with the 3.7L and 3.73 rear end. mid roof, 148 WB. My calculated mileage was 13.93 mpg. 6th gear

3.5L PFDi gas mileage - Ford Transit USA Forum 2020 T-150, low roof passenger XLT 3.5L PFDi, 3.73 limited slip. First tank 670 miles typical city and highway driving, 19.3mpg. Per the window sticker I should get 16mpg

MPG FORD TRANSIT HIGH ROOF AWD ECOBOOST LONG (NOT 2024 Ford Transit 350 XLT High Roof Passenger Van, AWD, 148 long (not extended), EcoBoost, Dual batteries under the driver seat from the factory, the larger 31 gallon

Back to Home: <https://staging.devenscommunity.com>