

Commercial Truck
F-150
F-250/350
F-450/550
F-650/750
E-Series
Windstar
Excursion



F-150



You're looking at the best-selling truck in America for 25 years. A truck doesn't get to this position on the appeal of a pretty grille. It takes the power to handle a variety of jobs — light-utility, construction, and other vocations for which it's the fleet vehicle of choice. F-Series reports to work in a variety of powertrain, wheelbase, cargo box and cab choices to suit your crew and payload needs. For 2002, the standard 4.2L engine is now ULEV-compliant, and a 5.4L bi-fuel engine is available. There's also an upgraded 7,700-lb. Plus Payload Package B available. The F-150 SuperCrew's four full-size doors and seating for up to six make crew transport easy, and the new seat bolstering and manual passenger lumbar support added to the available split bench seat and captain's chairs make it more comfortable as well. Front driver and passenger airbags* are standard on all models, as is a 4-wheel anti-lock braking system (ABS). If the work is rough, F-150 is ready.

*Always wear your safety belt and deactivate the passenger airbag when using a rear-facing child safety seat with Regular Cab and SuperCab models.



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F-250/350



The power, the push, and the pull come together right here in F-250 and F-350 pickups. Properly equipped, 2002 F-350 Super Duty pickup offers yet another biggest and best among its credits: best-in-class conventional towing, hauling in at 12,500 lbs. F-250 and F-350 Super Duty are configurable with equipment for a broad range of vocations — heavy construction, towing equipment, snowplows, and tool boxes. And Ford's F-350 Super Duty is the only "one-ton" that offers both dual- and single-rear-wheel versions; Chevy, GMC and Dodge don't offer single-rear-wheel "one-tons." Pickup box deletes are also available, making them even more adaptable to the work you do. Both driver and crew will find plenty of comfort and convenience features, and both 4-wheel ABS and the trailer tow package are standard on all pickup models.

F-350/450/550 CHASSIS CABS



For the rugged demands of the 9,900- to 19,000-lb. GVWR range, you want an F-Series Super Duty Chassis Cab. With decades of experience in the field, the Super Duty Chassis Cab has been refined to the perfect platform for virtually every vocational need. For 2002, with a first-time SuperCab F-450 and F-550, there are SuperCabs available across the line; a 6-speed manual transmission is now standard on 5.4L V8 and 6.8L V10 Triton™ gas engines; new seats on XLT and Lariat provide increased bolster height and shoulder width for greater comfort; there's also a standard automatic transmission temperature gauge and a new forward-fold feature on standard telescoping trailer tow mirrors. And, for all DRW Chassis Cabs equipped with the 7.3L Power Stroke® diesel engine, a 59-gallon dual fuel tank option is now available. For hauling, towing, or any other body application, F-350, F-450 and F-550 Super Duty Chassis Cabs offer premium combinations of intelligent operating features, enormous power and capability and, of course, Ford Tough construction and durability.



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F-650/750



When you need massive power to take on the really big jobs, the Ford F-650 and F-750 are the obvious choices, with GVWRs ranging from 22,000 to 33,000 lbs. And, you have more choices to get the job done. Behind the distinctive aerodynamic sloping hood of the Ford Tough cab, with its easy access and familiar "friendly interior," you can choose from seven wheelbases (158" to 260"); Regular Cab, 4-door SuperCab, and 4-door Crew Cab styles; three powerful engine families with 11 horsepower ratings; and a range of transmissions including a standard 4-speed or 6-speed automatic. There's also a choice of frame heights on many models — Dock Height and Lo-Profile (4.5 inches lower). And new for 2002 is the F-750 Tractor Package (60,000-lb. GCWR) in Regular Cab and SuperCab, developed for the beverage industry and other vocational single-axle tractor applications. Finally, for those big towing jobs — like RVs, horses and race cars — there is the luxurious, powerful F-650 Super CrewZer.™

E-SERIES



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No van has a legacy as time-tested and proven as Ford E-Series. For over 40 years, E-Series has been perhaps the most versatile line of vans available for commercial applications. Proving that leadership comes in many forms, E-Series provides a nearly endless variety of configurations and customization possibilities. E-Series Commercial Van, a full-size cargo van available in E-150, E-250 Van/Extended Van, E-350 Super Duty Van/Super Duty Extended Van, is configurable with optional no-charge factory-installed racks and bins and EconoCargo packages. Many aftermarket upfits are also available. E-Series Wagon, available in E-150, E-350 Super Duty and E-350 Super Duty Extended models, is the shuttle vehicle of choice, with seating for up to 15. And the E-Series Cutaway, available in E-350, E-450 and now the new E-550 Super Duty models, is a mainstay for emergency response vehicles and transport buses. The E-Series Stripped Chassis is available in E-250, E-350, E-450 and the new E-550 Super Duty models, ready to equip with the step-in body you need. That's the kind of versatility that has made E-Series America's best-selling full-size van since 1979.

WINDSTAR



Windstar is the versatile choice for many vocational applications. Both wagon and cargo configurations are powered by the 3.8L V6. The wagon can seat up to seven, or hold/carry up to 139 cu. ft. of cargo with the rear seats removed, and 1,200 lbs. of payload. The 3-door cargo van configuration increases payload capacity to 1,800 lbs. and cargo volume to 145 cu. ft., and can be equipped with specialized racks, bins and shelving available through your Ford dealer. Safety first? The revolutionary Personal Safety System™ includes dual stage front airbags,* driver's seat position sensor and front safety belts with pretensioners and energy management retractors. Other reassuring standard features include the Low Tire Pressure Warning System and the SecuriLock™ passive anti-theft system.

*Always wear your safety belt and secure children in the rear seat.

EXCURSION



Excursion is the hard-working truck with the soul of a limousine. With over 10,000 lbs. of towing capacity (properly equipped), from 48 cu. ft. of cargo space with 2nd- and 3rd-row seats in place and up to 146.4 with them removed, and Excursion's unique Tri-Panel™ rear door system, it's a versatile work truck. The available engine choices are awesome: a 5.4L V8 (4x2), a 6.8L V10 (4x4) and a 7.3L V8 turbo diesel. Seating is versatile, with a 3rd-row bench seat that folds flat and is easily removable. And, 4-wheel power disc brakes with ABS, power steering, a heavy-duty trailer tow package and air conditioning are all standard.



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Product Changes/Options Availability

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