

unstoppable

THE REAL VAN

Over a period of 47 years, the tough guy from Ford has been a symbol of intelligent evolution.



Edition 23 of a special CV series by
APOLLO TYRES



APOLLO TYRES LTD. *unstoppable*

Never wary of progress, never skeptical about success,
Never scared of challenges, never tired of trying.
Every step of the way we travel with our customers,
On the "unstoppable" journey to success.

The Ford E-Series, formerly known as the 'Econoline' or 'Club Wagon', is a line of full-size vans (both cargo and passenger) and truck chassis from the Ford Motor Company. The E-Series is related to the Ford F-Series line of pickup trucks. The line was introduced in 1961 as a compact van and its descendants are still produced today. The Econoline is produced solely at Ford's Avon Lake, Ohio plant after the closure of the Lorain, Ohio plant in December 2005 and the consolidation of all production at Avon Lake.



It has been the best selling American full-sized van for 28 years, since 1980.

The first E-Series was based on the compact Ford Falcon, sized roughly to compete with the 1961 Chevrolet Corvair Sportvan and Volkswagen Type 2, which was 4376 mm long. The first E-Series had a flat nose with the engine between and behind the front seats, later adopted by the Chevrolet Van and Dodge A100. Early models had a 144 cid 6-cylinder engine with a manual 3 speed transmission. Later models had a 170 CID or 240 CID engines with an automatic transmission. In the first 1961 model year, 29,932 standard vans, 6,571 custom Econoline buses, 11,893 standard pickups and 3,000 custom pickups were made. It was originally offered as a cargo van, an 8-passenger van with 3 rows of seats (which carried the Ford Falcon name) and as a pickup truck. A 75 kg weight was fitted over the rear wheels to balance the front-heavy vehicle, sometimes removed by current owners.

The 1968 Ford E-Series revolutionised van design by moving the engine all the way to the front under a short hood. These would be the first vans used as the basis for the now popular Class C van cab motor homes, a class still dominated by Ford. The 1968 E-Series also used Ford's 'Twin I-Beam' front suspension design, and was now available with a V8 engine.

The grille was redesigned in 1971, and a year later E-Series offered a new feature, and a new model. Sliding rear doors were an option for 1972, as well as the Hi-Cube van, the first van with a stripped chassis used for something other than recreational vehicles.

The E-Series was redesigned in 1975 with more ergonomic controls and a full frame, allowing it to be used as a truck chassis. This was the beginning of four wheel drive conversions for the van. 4x4 is available for E-Series Vans through Ford Fleet Truck using current model year Super Duty parts. The nose now had a proper hood, very close to the length used today. This body style continued through 1991. In 1983, Ford's 'Blue Oval' logo was integrated into the front grille. The basic appearance of the front end of this car was replicated for the Ford Ranger and its SUV offspring the Ford Bronco II.



1997-2002 FORD E-350

The redesigned 1992 E-Series was available with a 4.9 L inline six, 5.0, 5.8, and 7.5 liter V8 engines, or a 7.3 L Power Stroke diesel V8. The consumer-oriented Chateau Club Wagon version was Motor Trend magazine's Truck of the Year for 1992. With this body style, Ford dominated the market for 15 passenger vans once created by Dodge. It was favored by churches, but the high heavy-duty body became notorious for rollover incidents due to the high center of gravity and the weight of 15 adults.

Also introduced in 1996 were the new line of Ford Triton engines and the end of using the 4.9 L I6, 5.0L, 5.8L and 7.5L V8s in the E-series. The new lineup of engines featured a non-Triton 4.2 L V6, 4.6 L and 5.4 L Triton V8s, and for the first time in the E-Series, a 6.8 L Triton V10. The 7.3 L diesel remained unchanged.

For 2001, Ford again refreshed the E-Series, with a new E-150 Traveler model targeted at families.

By this time, the Econoline was known as the 'E-Series,' and was sold as such in the literature on commercial vans and ambulance packages, another category dominated by Ford. Heavy-duty cutaway van models also featured 'E-350' or 'E-450' badging on the front fenders. Starting in 2001, however, Ford officially fully rebranded the Econoline as the E-Series in all badging and consumer sales literature. With the development of more sophisticated 7 passenger minivans, the market for passenger wagons declined, so the 'Club Wagon' designation for passenger wagons has been dropped.