



Kim Hodges (left), MDU Resources fleet maintenance and repair specialist, and Brad Allen (right), MDU Resources director of fleet and procurement shared services, are in front of an F-250, one of the common trucks used by Knife River Construction and MDU Resources' other construction units.

WHEN TOUGH TERRAIN IS A DAILY TRADE

With numerous business segments, including several construction and contracting units, MDU Resources Group often has its fleet working off-road and in other demanding work sites. The company provides construction services for many tough applications, such as overhead line maintenance for utilities — including its own utility companies in the Midwest — as well as oil and natural gas projects, military installations, interstate highway construction, and other services.

“We spend most the time off-road,” says Brad Allen, director of fleet and procurement shared services. “There are no trails to where we’re going — we’re the one building the road.”

Based out of Bismarck, N.D., MDU Resources operates 3,800 cars, SUVs and pickups, and has a total construction equipment/fleet count of around 12,500 units. Of the 3,800 fleet vehicles, just more than 80% are pickups.

DEPENDABILITY AND FLEXIBILITY

“The three-quarter-ton pickup is our bread and butter,” Allen says, who has been with the company for 20 years and fleet director for eight. He says MDU Resources started its first fleet purchasing plan — Ford’s competitive allowance program — in 1985.

Most of the company’s pickups are Ford Trucks, ranging from F-250s all the way up to the biggest in Ford’s truck family, the F-750.

MDU Resources operates both gas and diesel trucks, depending on the application. A foreman, for example, typically gets a gasoline truck, while diesels serve the more challenging functions or are used for towing.

Working in such difficult terrain — not to mention that the company provides construction services in disaster relief scenarios — MDU Resources prides itself on being dependable, which means its fleet and equipment must meet the same standard. “That’s why we choose all the vehicles we choose,” Allen says, adding that tough jobs are largely why they select Ford in particular. “We choose Ford because of their product offering and because of the ruggedness of the trucks, particularly the larger chassis.”

According to Allen, MDU Resources chooses its own upfitters but doesn’t risk losing warranties since it follows Ford’s Body Builder Guide. “We like being able to control that process and negotiate our own contracts with the upfitters,” he says.

For maintenance, the company has several large shops nationally and when possible, uses Ford’s Business Preferred Network (BPN) dealerships. ■



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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.



Pre-production vehicle shown.
Available summer 2014.

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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

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

