

FORD E-TRANSIT



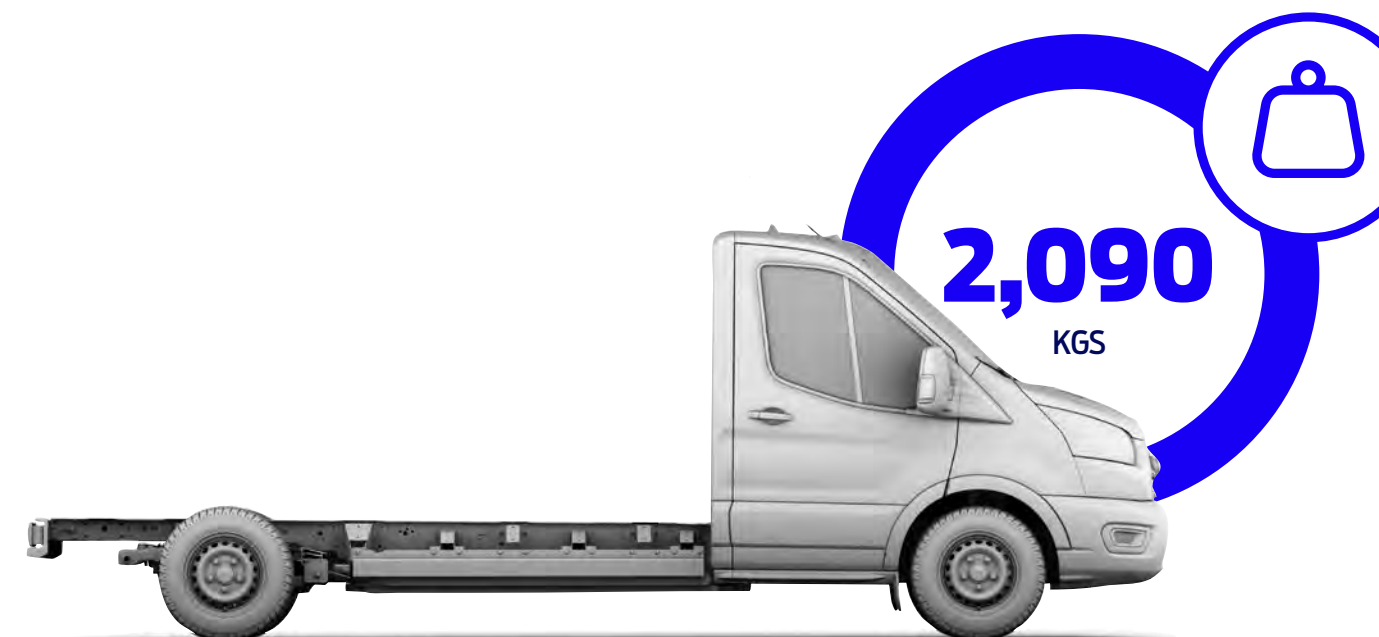
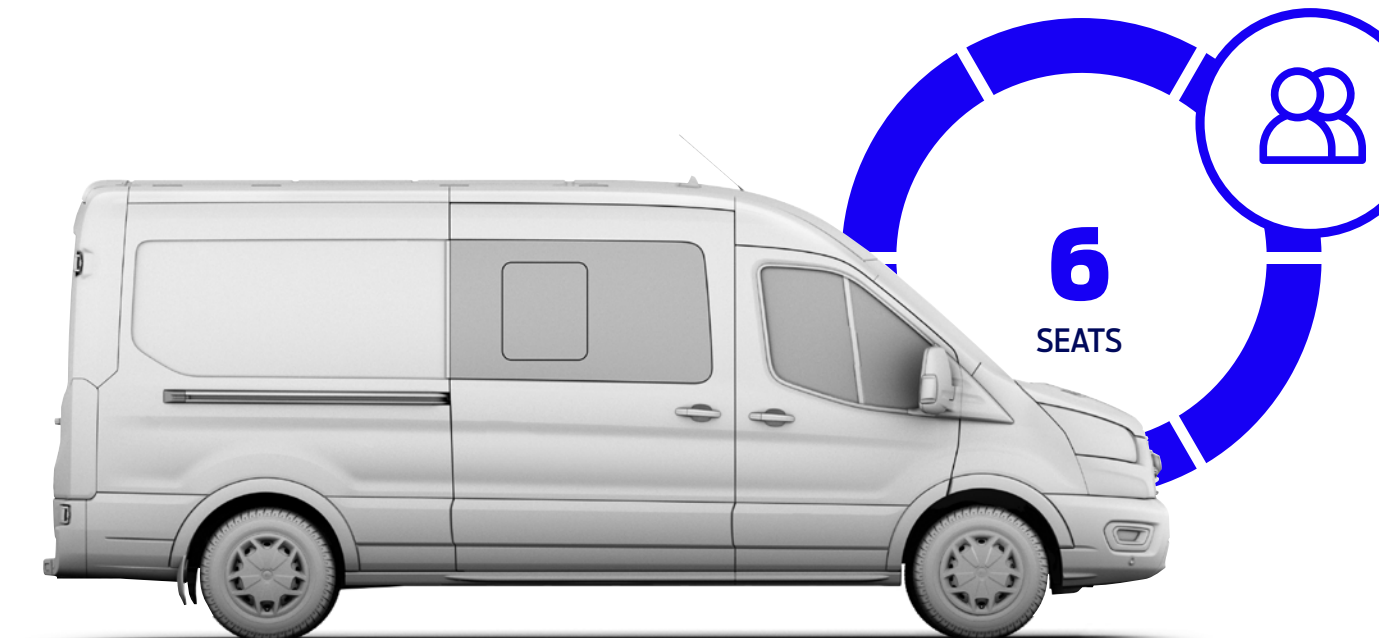
PRO[™]

ZERO HAS CHANGED

The new all-electric Ford E-Transit is the same Ford Transit you know and trust to get the job done, but now it delivers the many benefits of a fully-electric vehicle.

With an outstanding 269 PS (198 kW) or 184 PS (135 kW) RWD[†] powertrain at your disposal, and a WLTP combined range of up to 196 miles/315 kms*, the E-Transit is redefining zero-emission driving for businesses.

Flexible charging options allow you to either AC charge overnight in approximately 8 hours** or quick DC Charge Top Up (15-80% at 115 kW) in just over 30 minutes***, giving you confidence to complete day-to-day operations. Plus, a range of new technologies and features provide connectivity, assistance and security to optimise uptime and streamline fleet performance.



*Figure quoted is of a L2 H2 Van fitted with a 55 mph/90 kmph speed limiter.

**Achieved using high power charging. Time dependent on charging conditions, battery temperature and size as well as ambient temperature at point of use.

***Figure quoted is using the 11.3 kW on-board charger.

[†]Officially homologated energy efficiency figures will be published closer to on-sale date. Targeted range and charge time based on manufacturer tested values and calculation according to the WLTP drive cycle. Actual range varies with conditions such as external elements, driving behaviours, vehicle maintenance, lithium-ion battery age and state of health.

ZERO RESTRICTIONS

E-Transit enables you to be productive in Low Emission Zones without the risk of daily charges or fines.

ZERO LOSSES

Loadspace volume is unchanged from a diesel equivalent. You can also expect the same versatility and comfort.

ZERO COMPROMISE

With a max payload of 2,090 kgs, E-Transit Single Chassis Cab gets the serious jobs done. Easy-to-convert capability helps meet all business and leisure needs.

MAXIMISED PRODUCTIVITY

The unique Pro Power Onboard feature provides immediate on-site productivity. An on-board socket provides up to 2.3 kW of power for your tools without carrying a generator. It can even power conversions such as refrigeration.

CONVENIENT CHARGING

A grille-mounted charge socket makes charging easy. At home, a Ford Connected Wallbox can charge 0-100% in 11.5 hours*. The growing BlueOval™ Charge Network offers the convenience of more than 300,000 public charge points across Europe.

OPTIMUM DRIVE MODES

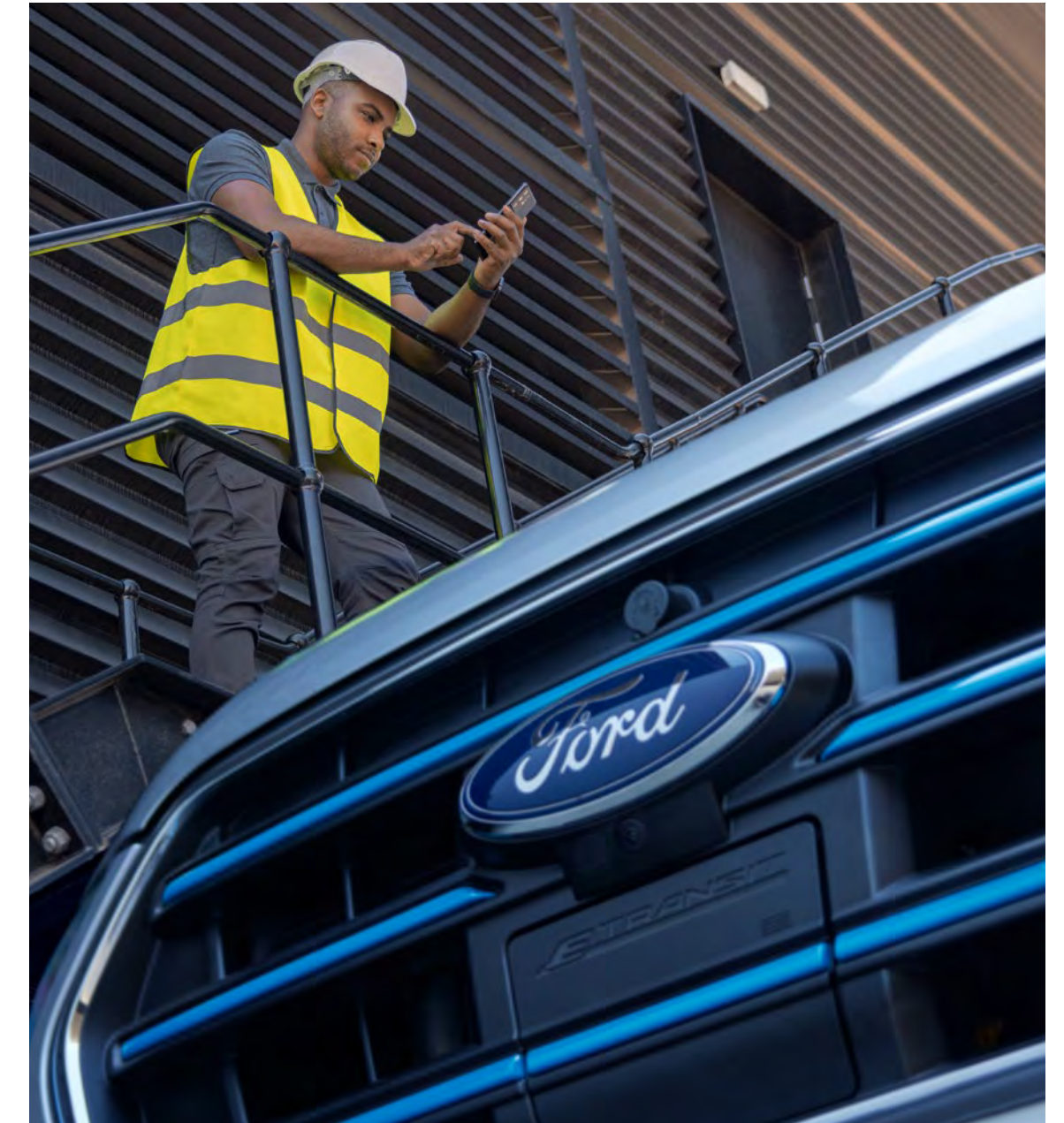
Optimise your driving with dedicated drive modes: Eco Mode improves energy use by up to 10%, Low Mode increases regenerative braking, Normal Mode is balanced for everyday driving, and Slippery Mode offers greater control over low-traction surfaces.

*Your results may vary based on peak charging times, battery state of charge and domestic power supply.

Model shown is an E-Transit Van Trend L3 H3 in Moondust Silver metallic body colour (option).

WHY ELECTRIC

ZERO BARRIERS TO ENTRY



RANGE

A large 68 kWh battery provides ample energy to power the E-Transit up to a practical WLTP combined range of 196 miles/315 kms**.

CHARGING

As easy as plugging in your mobile phone, E-Transit comes equipped with an 8-metre Mode 3, 32 amp Charge Cable as standard.

EMISSIONS

Travel freely through emission restricted zones, while reducing your carbon footprint and social impact through noise reduction.

COST SAVINGS

E-Transit delivers total cost of operation savings, with up to 40% lower service*, maintenance and repair costs when compared to the equivalent diesel vehicle. It can also reduce your cost per mile.

*When compared to similar vehicles with fuel powertrains. Based on a 3-year or 110,000 mile/180,000 km period. Comparing scheduled and non-scheduled maintenance items for a battery electric versus a similar diesel-powered van.

**Figure quoted is of a L2 H2 Van fitted with a 55 mile/90 kmph speed limiter.



NEW TECHNOLOGIES

SEAMLESS CONNECTIVITY

The new SYNC 4 system is Ford's most powerful in-van entertainment tool. Operated through a durable, easy-to-use 12" (30 cm) touchscreen* it aids everyday productivity. Connected Navigation** provides the most efficient route, live updates on traffic and parking, available charging points, and even a good place to grab a coffee – all without having to take your eyes off the road, thanks to enhanced voice control. FordPowerUp technology also enables over-the-air updates. It's now also possible to pair two mobile phones wirelessly.

Other productivity tools include the Digital Owner's Manual, which allows you to search for information on demand using the touchscreen. While the Intelligent Range system helps drivers avoid unnecessary stops by more accurately predicting remaining range.

*Don't drive while distracted or using handheld devices. Use voice-operated systems where possible. Some features may be locked out while the vehicle is in gear. Not all features are compatible with all phones.

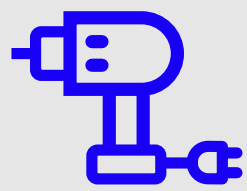
Navigation services require SYNC 4 and Connected Navigation subscription via FordPass Pro (5 or less vehicles) or Ford Telematics (5 or more vehicles). Eligible vehicles receive a **complimentary one-year subscription to navigation services that begins on the new vehicle warranty start date. Customers must unlock the navigation service trial by activating the eligible vehicle with a FordPass or Ford Telematics member account. If not subscribed by the end of the complimentary period, the connected navigation service will terminate, and the system will revert to embedded offline navigation. Connected service and features depend on compatible network availability. Evolving technology/cellular networks/vehicle capability may limit functionality and prevent operation of connected features. FordPass Pro app, compatible with select smartphone platforms, is available via a download. Message and data rates may apply. Ford Telematics provided free-of-charge for one year when purchasing a new E-Transit.

Connected Navigation is only available on vehicles fitted with Navigation. Navigation is standard on Trend series and optional on Leader series.

PRO POWER ONBOARD

Wherever your business takes you, you're ready to work with Pro Power Onboard. Available as an optional extra, this convenient 2.3 kW on-board socket allows you to plug in powerful tools, such as a table saw, disc sander or air compressor, plus the batteries needed for battery powered tools. With no need to carry a generator, Pro Power onboard can help you optimise uptime and loadspace, as well as reduce noise and pollution.

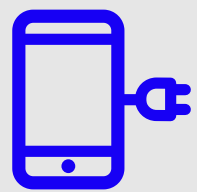
EVERYDAY ADVANTAGES



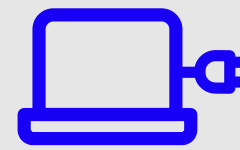
Operate tools



Run lights



Charge your phone



Power your laptop



ZERO LIMITS

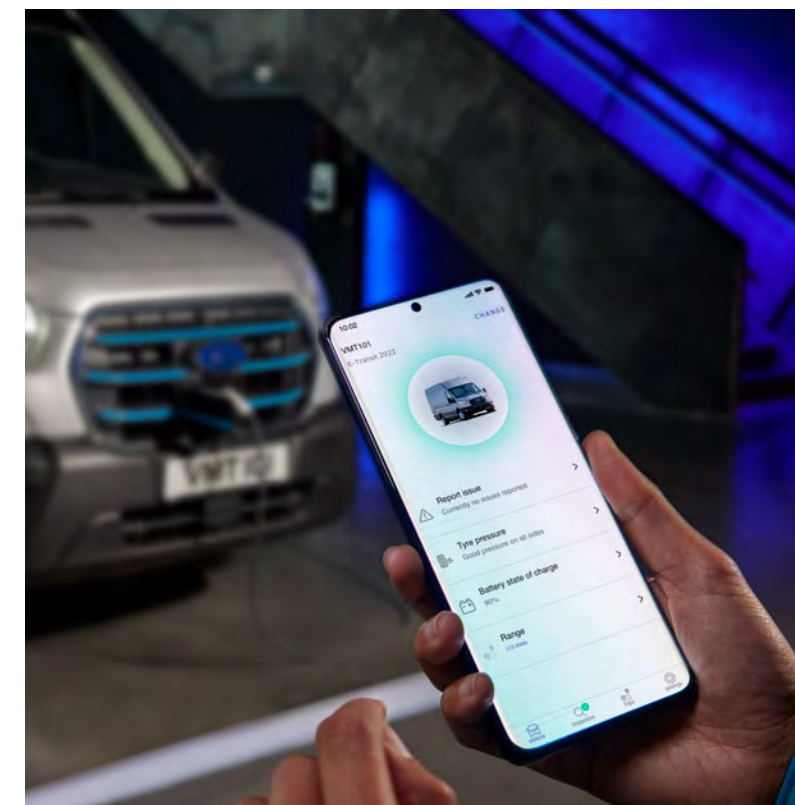
FORD TELEMATICS & FORDPASS PRO

The all-new E-Transit is our most connected van to date. No matter how many vehicles you own, Ford has a comprehensive suite of connected services to help your business thrive with an electric fleet.



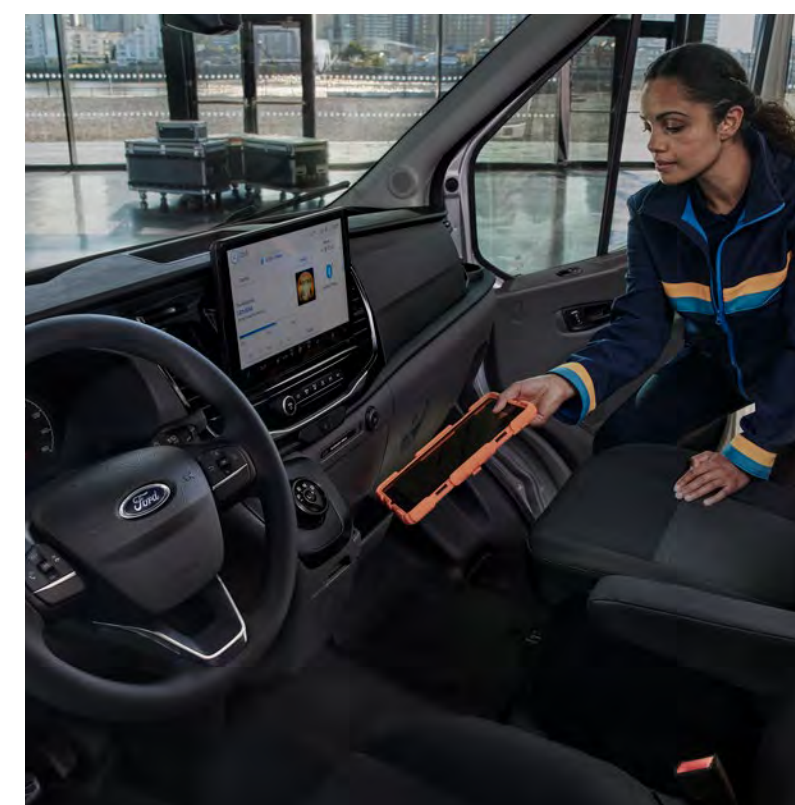
PRODUCTIVITY

Charge on the go with the Blue Oval Charge Network. Access to the Blue Oval Charge Network is free for 12 months from the warranty start date. Fast DC charging could provide up to 48 miles/77 kms of range in approximately 10 minutes.



MAINTENANCE

Ford Pro Telematics and FordPass Pro provide access to the FordLive Connected Uptime System. FordLive uses real-time data to help customers run and maintain their vehicles.



SECURITY

Ford Telematics and FordPass Pro provide additional layers of security. You'll be notified if the alarm is activated, no matter where you are. SecuriAlert will send smartphone alerts if it detects someone trying to access your vehicle, even with a stolen or duplicated key.



ZERO INTERRUPTIONS

FORD PRO SERVICES

One year's free access to the following services:

- **Blue Oval Charge Network** – Access to more than 300,000 public chargers across Europe
- **Ford Charge Assist** – Identify, locate and charge at public charging stations
- **Ford Pro E-Telematics** including **In-Vehicle Coaching** and **Vehicle Security** – Alerts for vehicle health, charge status, range, theft and so much more
- **Cloud Connected Navigation** – Real time traffic and rerouting, Over The Air map updates & hazard alerts all in the Ford SYNC screen

FORD LIIVE

If your vehicle stops, your business stops. At Ford, we have an integrated suite of products and services designed to help stop that from happening.

FORDLiive enables smarter maintenance decisions, faster turnaround and dedicated, data-driven technical support, helping optimise the uptime of your E-Transit.

By registering for the complimentary **FORDLiive** service through Ford Telematics or FordPass Pro, your dedicated Transit Service Dealer can identify any required work before a service, plus any upcoming work that could be bundled together to fit your scheduling.

FORDLiive Centres also have dedicated agents who provide the highest levels of technical and resource support to our Transit Service Dealers. With our full focus on your commercial vehicle, you can focus on business.

Model shown is an E-Transit Van Trend L3 H3 in Moondust Silver metallic body colour (option).

E-TRANSIT VAN LEADER

Key exterior features

- Unique 3-bar grille with Anodised Blue bars
- 3 Phase 'Mode 3' 32 amp 8-metre Charge Cable
- Power-adjustable and heated door mirrors
- Integrated rear bumper step
- 16" steel wheels with half caps
- Remote central door locking
- Passenger side sliding load door
- Projector-style halogen headlights with quad beams and courtesy delay
- Wide bodyside mouldings

Key interior features

- SYNC 4 12" touchscreen display with DAB radio, wireless smartphone connection and Emergency Assistance*
- Keyless Start
- Electric parking brake
- Rotary gearshift dial

- Electronic Automatic Temperature Control
- Quickclear heated windscreen
- Heated front seats
- Selectable Drive Modes – Normal, Slippery, Low, and Eco
- Electrically-operated front windows
- Driver's airbag
- 4-way adjustable driver's seat with cushion tilt and armrest
- Dual passenger's seat with lift-up seat stowage and fold-out table
- Easy-clean rubber floor covering in cab (Van only)
- DIN 75410 compliant tie-down loops
- Tyre inflator kit

Motor

- 68 kWh Electric Drive
184 PS (135 kW) 430 Nm
1-speed automatic
- 68 kWh Electric Drive
269 PS (198 kW) 430 Nm
1-speed automatic



*Ford Emergency Assistance is an innovative SYNC feature that uses a Bluetooth® paired and connected mobile phone to help vehicle occupants initiate a call to the local Communications Centre, following a vehicle crash event involving an airbag deployment or fuel pump shut off. The feature operates in more than 40 European countries and regions.

E-TRANSIT VAN/DOUBLE CAB-IN-VAN TREND

Key exterior features, additional to Leader

- Front fog lights
- Full wheel covers
- Front and rear parking distance sensors
- Rear mud flaps (Van only)

Key interior features, additional to Leader

- Cruise control with Adjustable Speed Limiter
- Lane-Keeping Alert
- Pre-Collision Assist with Intelligent Emergency Brake Assist
- Hand-stitched Sensico® premium-touch steering wheel**
- Driver's seat lumbar adjust
- Lockable glovebox (Van only)
- Easy to Clean Load Floor (Van only)
- Complete rubber floor covering (Double Cab-in-Van only)
- Rear second row triple wide seats (Double Cab-in-Van only)

Motor

- 68 kWh Electric Drive
184 PS (135 kW) 430 Nm
1-speed automatic
- 68 kWh Electric Drive
269 PS (198 kW) 430 Nm
1-speed automatic



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**Steering wheel rim only is Sensico®.

E-TRANSIT CHASSIS CAB LEADER

Key exterior features

- Unique 3-bar grille with Anodised Blue bars
- 3 Phase 'Mode 3' 32 amp 8-metre Charge Cable
- Daytime running lights
- Projector-style halogen headlights with quad beams and courtesy delay
- Roof marker lights (L4 only)
- 16" steel wheels with half cap wheel covers
- Power-adjustable and heated door mirrors
- Wide bodyside mouldings

Key interior features

- SYNC 4 12" touchscreen display with DAB radio, wireless smartphone connection and Emergency Assistance*
- Keyless Start
- Electric parking brake
- Rotary gearshift dial

- Electronic Automatic Temperature Control
- Heated front seats
- Quickclear heated windscreen
- 8-way adjustable driver's seat with cushion tilt and armrest
- Selectable Drive Modes – Normal, Slippery, Low, and Eco
- Electrically-operated front windows with one touch up/down
- Driver's airbag
- Partial rubber floor cover
- Front 2-way head restraint
- Seatback fold-down table
- 2-way adjustable passenger's seat
- Washer fluid low-level sensor
- Header-mounted courtesy lights

Motor

- 68 kWh Electric Drive
184 PS (135 kW) 430 Nm
1-speed automatic
- 68 kWh Electric Drive
269 PS (198 kW) 430 Nm
1-speed automatic



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E-TRANSIT CHASSIS CAB TREND

Key exterior features, additional to Leader

- Front fog lights
- Full wheel covers

Key interior features, additional to Leader

- Lane-Keeping Alert
- Pre-Collision Assist
- Cruise control with Adjustable Speed Limiter
- Lockable glovebox
- Header-mounted courtesy lights with map-reading lights
- Hand-stitched Sensico® premium-touch steering wheel**
- Sunglasses holder in roof stowage

Motor

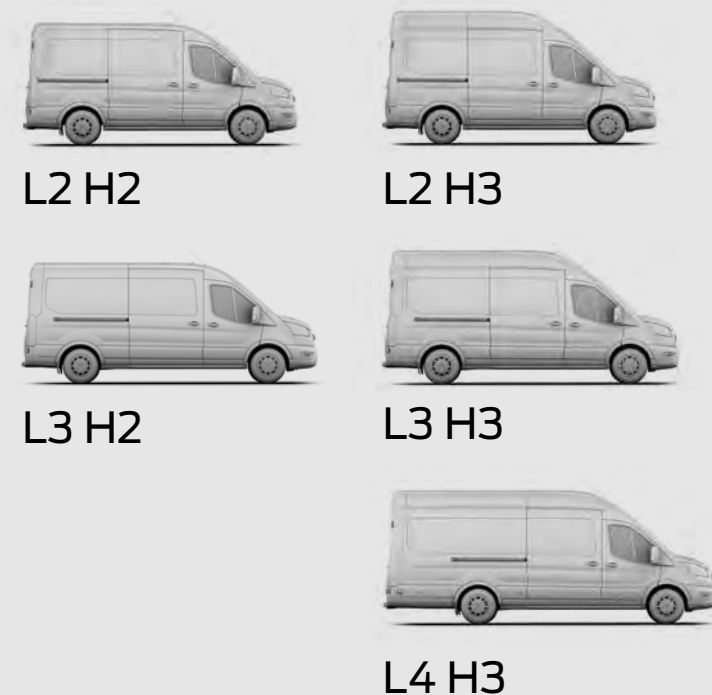
- 68 kWh Electric Drive
184 PS (135 kW) 430 Nm
1-speed automatic
- 68 kWh Electric Drive
269 PS (198 kW) 430 Nm
1-speed automatic



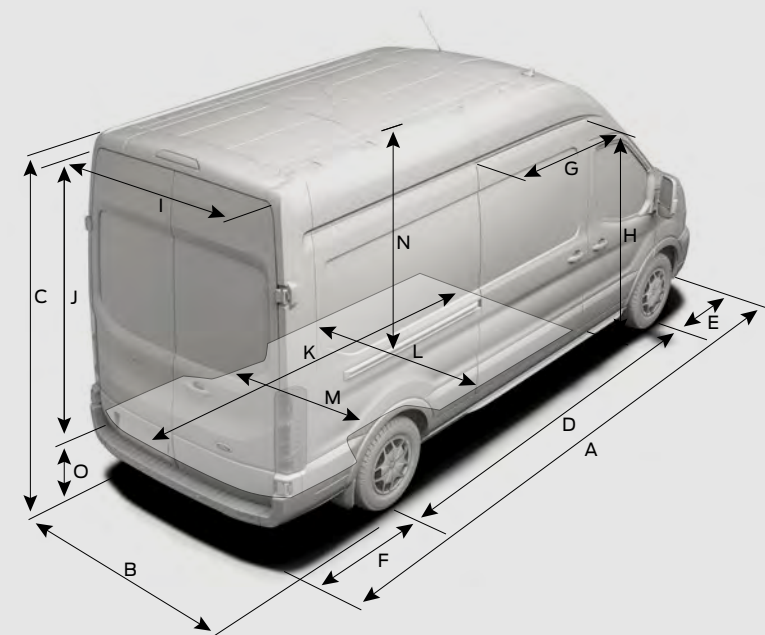
*Ford Emergency Assistance is an innovative SYNC feature that uses a Bluetooth® paired and connected mobile phone to help vehicle occupants initiate a call to the local Communications Centre, following a vehicle crash event involving an airbag deployment or fuel pump shut off. The feature operates in more than 40 European countries and regions.

**Steering wheel rim only is Sensico®.

E-TRANSIT VAN – 350 GVM*



| | L2 H2 | L2 H3 | L3 H2 | L3 H3 | L4 H3 |
|--|-----------------------|-----------------------|------------|------------|------------|
| DIMENSIONS (MM) | | | | | |
| A Overall length | 5531 | 5531 | 5981 | 5981 | 6704 |
| B Overall width with mirrors | 2474 | 2474 | 2474 | 2474 | 2474 |
| Overall width with folded back mirrors | 2112 | 2112 | 2112 | 2112 | 2112 |
| Overall width without mirrors (SRW) | 2059 | 2059 | 2059 | 2059 | 2059 |
| C Overall height** | 2447-2534 | 2686-2771 | 2443-2533 | 2682-2769 | 2680-2778 |
| D Wheelbase | 3300 | 3300 | 3750 | 3750 | 3750 |
| E Front of vehicle to front wheel centre | 1023 | 1023 | 1023 | 1023 | 1023 |
| F Rear of vehicle to rear wheel centre | 1208 | 1208 | 1208 | 1208 | 1931 |
| G Side door entry width | 1300 | 1300 | 1300 | 1300 | 1300 |
| H Side load door entry height | 1600 | 1600 | 1600 | 1600 | 1600 |
| I Rear door entry width | 1565 | 1565 | 1565 | 1565 | 1565 |
| J Rear door entry height | 1648 | 1887 | 1648 | 1887 | 1887 |
| K Maximum loadspace length (at floor with bulkhead) | 3083 | 3083 | 3533 | 3533 | 4256 |
| L Maximum loadspace width | 1784 | 1784 | 1784 | 1784 | 1784 |
| M Loadspace between wheel arches (SRW) | 1392 | 1392 | 1392 | 1392 | 1392 |
| N Load floor to roof | 1786 | 2025 | 1786 | 2025 | 2025 |
| O Loading height** | 615-706 | 615-703 | 608-695 | 608-692 | 608-677 |
| Maximum load volume (with bulkhead) (cu.m) | 9.5 | 10.7 | 11.0 | 12.4 | 15.1 |
| Loadspace (with bulkhead) (VDA) (cu.m) | 8.3 | 9.9 | 10.2 | 11.5 | 14.1 |
| TURNING CIRCLE (M) | | | | | |
| Kerb to kerb 16" wheels | 12.74-12.83/ 12.23 | 12.74-12.83/ 12.23 | 14.3/13.72 | 14.3/13.72 | 14.3/13.69 |
| WEIGHTS AND PAYLOAD (KG) | | | | | |
| Max. gross payload (excluding driver) | 1008-1035 | 965-992 | 951-980 | 907-936 | 790-826 |
| Min. kerb mass♦ (excluding driver) | 2465-2492 | 2508-2535 | 2520-2549 | 2564-2593 | 2674-2710 |



| | L2 H2 | L2 H3 | L3 H2 | L3 H3 | L4 H3 |
|--|--------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| MOTOR – 68 KWH ELECTRIC DRIVE 135/198 KW (184/269 PS) 1-SPEED AUTOMATIC | | | | | |
| Combined energy consumption kWh per 100 miles/kWh per 100 kms ^o | 49.4- 57.9/ 30.7-36.0 | 52.5-60.8/ 32.6-37.8 | 50.1-58.6/ 31.1-36.4 | 53.1-61.6/ 33.0-38.3 | 54.2-62.8/ 33.7-39.0 |
| Torque Nm ^{oo} | 430 | 430 | 430 | 430 | 430 |
| WLTP Overall Range (miles/kilometers) ^{ooo} | 145-159/ 233-256 | 140-151/ 225-243 | 144-157/ 232-253 | 139-150/ 224-241 | 137-147/ 220-237 |
| WLTP Motorway Range (miles/kilometers) ^{ooo} | 101-110/ 162-177 | 97-104/ 155-166 | 100-109/ 160-175 | 96-102/ 154-164 | 95-101/ 152-162 |
| CHARGE OPTIONS 0-100% CHARGE (MAX. HRS) | | | | | |
| 230 V outlet with Ford Universal Charge Cable*** | 49.3 | 49.3 | 49.3 | 49.3 | 49.3 |
| Ford Connected Wallbox 7.4 kW 1-phase tethered*** | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 |
| Ford Connected Wallbox 11.0 kW 3-phase tethered*** | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 |
| CHARGE OPTIONS 15-80% CHARGE (MINS) | | | | | |
| High-powered 115 kW DC charging*** | 34 | 34 | 34 | 34 | 34 |

L2 = Medium wheelbase, L3 = Long wheelbase, L4 = Long wheelbase extended length. H2 = Medium Roof, H3 = High Roof, RWD = Rear-wheel drive, SRW = Single rear wheels. All dimensions (shown in mm) are subject to manufacturing tolerances and refer to minimum specification models and do not include additional equipment.

*All E-Transit variants are rear-wheel drive vehicles with Zero Evaporative Emissions.

Height dimensions show the range from minimum to maximum of a fully laden, lowest payload vehicle to unladen highest payload vehicle. These illustrations are for guidance only. **VDA method This is the method used by the Verband der Automobilindustrie (VDA) in Germany. A VDA figure is determined by filling the loadspace with 'litre' blocks, each measuring 200x100x50 mm. The blocks are then counted, and the numerical result is converted into cubic metres.

***Charging performance for E-Transit Van 350 GVM. Charge power can decrease with increasing state of charge. Actual charge times and charge speeds can vary based on different factors (e.g. weather, temperature, driving behaviour, route profile, vehicle condition, age and condition of the lithium-ion-battery, used charging infrastructure).

^oThe declared fuel/energy consumptions, CO₂-emissions and electric ranges are determined according to the technical requirements and specifications of the European Regulations (EC) 715/2007 and (EU) 2017/1151 as last amended. Light Duty vehicles type-approved using the Worldwide Harmonised Light Vehicle Test Procedure (WLTP) will have fuel/energy consumptions and CO₂-emission information for New European Drive Cycle (NEDC) and WLTP. WLTP will fully replace the NEDC latest by end of the year 2020. The applied standard test procedures enable comparison between different vehicle types and different manufacturers. In addition to the fuel efficiency of a vehicle, driving behaviour as well as other non-technical factors play a role in determining a vehicle's fuel/energy consumption, CO₂ emissions and electric ranges. CO₂ is the main greenhouse gas responsible for global warming. A guide on fuel economy and CO₂ emissions which contains data for all new passenger carrying vehicle models is available at any point of sale free of charge or can be downloaded under: <https://carfueldata.vehicle-certification-agency.gov.uk>.

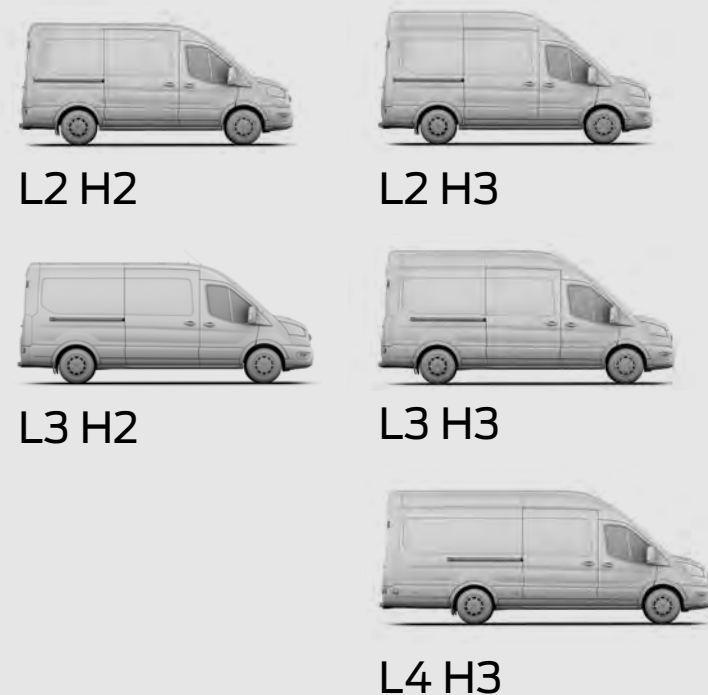
^{oo}Calculated via peak performance of the electric motor(s) at peak battery power. Your results may vary.

^{ooo}Based on full charge of E-Transit Van 350 GVM. Estimated range using Worldwide Harmonised Light Vehicle Test Procedure (WLTP). Figures shown are for comparability purposes and should only be compared with other vehicles tested to the same technical procedures. Actual range varies with conditions such as external elements like temperature, driving behaviours, route profile, vehicle maintenance, and lithium-ion battery age and condition. WLTP Overall Range reflects a combined driving cycle and WLTP Motorway Range reflects motorway driving – both tests are conducted in controlled conditions with an ambient temperature of 23 degrees Celsius and no climate or electrical load.

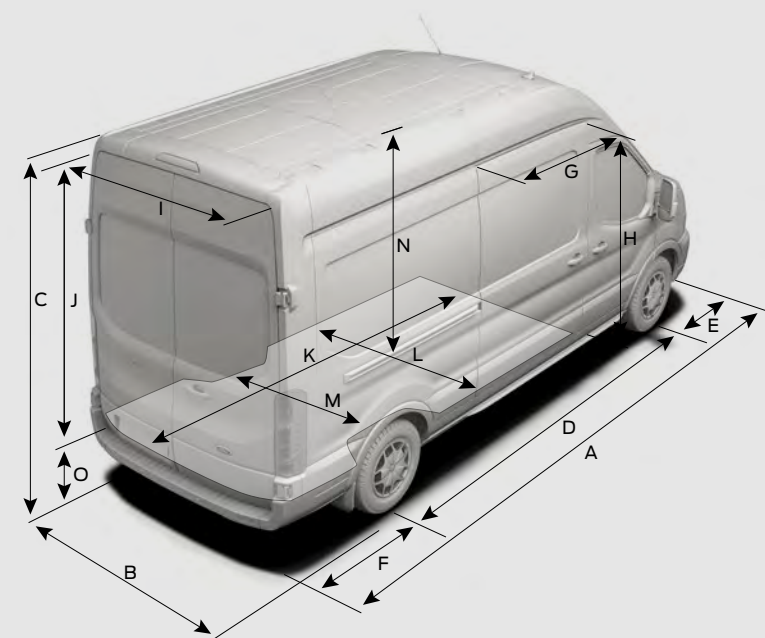
♦Kerb mass is affected by many factors such as bodystyles, engines and options. It is the weight of a standard-specification base vehicle (different series will have different kerb masses), including fluids and fuel tank 90% full, but without the driver (75 kg), crew or cargo. Payload within this guide is the difference between gross vehicle mass (GVM) and kerb mass with a further 75 kg deduction for the weight of the driver. It must be noted that actual weight will always be subject to manufacturing tolerances which may result in payload variations between this guide and actual weight. For customers intending to load vehicle close to maximum payload, we suggest you also add a margin for error of 5% of kerb mass to the kerb mass figure before calculation, to reduce risk of overloading. **NB:** It is the responsibility of the vehicle operator to ensure their vehicles are legally compliant for road use. For rear float option vehicles, kerb mass is increased and payload reduced.

Note The charging rate decreases as battery reaches full capacity. Your results may vary based on peak charging times and battery state of charge.

E-TRANSIT VAN – 390 GVM*



| | L2 H2 | L2 H3 | L3 H2 | L3 H3 | L4 H3 |
|--|-----------------------|-----------------------|------------|------------|------------|
| DIMENSIONS (MM) | | | | | |
| A Overall length | 5531 | 5531 | 5981 | 5981 | 6704 |
| B Overall width with mirrors | 2474 | 2474 | 2474 | 2474 | 2474 |
| Overall width with folded back mirrors | 2112 | 2112 | 2112 | 2112 | 2112 |
| Overall width without mirrors (SRW) | 2059 | 2059 | 2059 | 2059 | 2059 |
| C Overall height** | 2447-2534 | 2686-2771 | 2443-2533 | 2682-2769 | 2680-2778 |
| D Wheelbase | 3300 | 3300 | 3750 | 3750 | 3750 |
| E Front of vehicle to front wheel centre | 1023 | 1023 | 1023 | 1023 | 1023 |
| F Rear of vehicle to rear wheel centre | 1208 | 1208 | 1208 | 1208 | 1931 |
| G Side door entry width | 1300 | 1300 | 1300 | 1300 | 1300 |
| H Side load door entry height | 1600 | 1600 | 1600 | 1600 | 1600 |
| I Rear door entry width | 1565 | 1565 | 1565 | 1565 | 1565 |
| J Rear door entry height | 1648 | 1887 | 1648 | 1887 | 1887 |
| K Maximum loadspace length (at floor with bulkhead) | 3083 | 3083 | 3533 | 3533 | 4256 |
| L Maximum loadspace width | 1784 | 1784 | 1784 | 1784 | 1784 |
| M Loadspace between wheel arches (SRW) | 1392 | 1392 | 1392 | 1392 | 1392 |
| N Load floor to roof | 1786 | 2025 | 1786 | 2025 | 2025 |
| O Loading height** | 615-706 | 615-703 | 608-695 | 608-692 | 608-677 |
| Maximum load volume (with bulkhead) (cu.m) | 9.5 | 10.7 | 11.0 | 12.4 | 15.1 |
| Loadspace (with bulkhead) (VDA) (cu.m) | 8.3 | 9.9 | 10.2 | 11.5 | 14.1 |
| TURNING CIRCLE (M) | | | | | |
| Kerb to kerb 16" wheels | 12.74-12.83/ 12.23 | 12.74-12.83/ 12.23 | 14.3/13.72 | 14.3/13.72 | 14.3/13.69 |
| WEIGHTS AND PAYLOAD (KG) | | | | | |
| Max. gross payload (excluding driver) | 1408 | 1365 | 1351 | 1307 | 1190 |
| Min. kerb mass♦ (excluding driver) | 2492 | 2535 | 2549 | 2593 | 2710 |



| | L2 H2 | L2 H3 | L3 H2 | L3 H3 | L4 H3 |
|--|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| MOTOR – 68 KWH ELECTRIC DRIVE 135/198 KW (184/269 PS) 1-SPEED AUTOMATIC | | | | | |
| Combined energy consumption kWh per 100 miles/kWh per 100 kms ^o | 41.8-57.8/ 26.0-35.9 | 44.1-60.8/ 27.4-37.8 | 42.5-59.7/ 26.4-37.1 | 44.7-62.6/ 27.8-38.9 | 45.7-62.4/ 28.4-38.8 |
| Torque Nm ^{oo} | 430 | 430 | 430 | 430 | 430 |
| WLTP Overall Range (miles/kilometers) ^{ooo} | 145-196/ 233-315 | 140-187/ 225-301 | 142-194/ 229-312 | 137-186/ 220-299 | 138-181/ 222-291 |
| WLTP Motorway Range (miles/kilometers) ^{ooo} | 101-166/ 162-267 | 97-156/ 155-251 | 101-165/ 161-264 | 96-155/ 154-249 | 96-153/ 153-246 |
| CHARGE OPTIONS 0-100% CHARGE (MAX. HRS) | | | | | |
| 230 V outlet with Ford Universal Charge Cable*** | 49.3 | 49.3 | 49.3 | 49.3 | 49.3 |
| Ford Connected Wallbox 7.4 kW 1-phase tethered*** | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 |
| Ford Connected Wallbox 11.0 kW 3-phase tethered*** | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 |
| CHARGE OPTIONS 15-80% CHARGE (MINS) | | | | | |
| High-powered 115 kW DC charging*** | 34 | 34 | 34 | 34 | 34 |

L2 = Medium wheelbase, L3 = Long wheelbase, L4 = Long wheelbase extended length. H2 = Medium Roof, H3 = High Roof, RWD = Rear-wheel drive, SRW = Single rear wheels. All dimensions (shown in mm) are subject to manufacturing tolerances and refer to minimum specification models and do not include additional equipment.

*All E-Transit variants are rear-wheel drive vehicles with Zero Evaporative Emissions.

Height dimensions show the range from minimum to maximum of a fully laden, lowest payload vehicle to unladen highest payload vehicle. These illustrations are for guidance only. **VDA method This is the method used by the Verband der Automobilindustrie (VDA) in Germany. A VDA figure is determined by filling the loadspace with 'litre' blocks, each measuring 200x100x50 mm. The blocks are then counted, and the numerical result is converted into cubic metres.

***Charging performance for E-Transit Van 390 GVM. Charge power can decrease with increasing state of charge. Actual charge times and charge speeds can vary based on different factors (e.g. weather, temperature, driving behaviour, route profile, vehicle condition, age and condition of the lithium-ion-battery, used charging infrastructure).

^oThe declared fuel/energy consumptions, CO₂-emissions and electric ranges are determined according to the technical requirements and specifications of the European Regulations (EC) 715/2007 and (EU) 2017/1151 as last amended. Light Duty vehicles type-approved using the Worldwide Harmonised Light Vehicle Test Procedure (WLTP) will have fuel/energy consumptions and CO₂-emission information for New European Drive Cycle (NEDC) and WLTP. WLTP will fully replace the NEDC latest by end of the year 2020. The applied standard test procedures enable comparison between different vehicle types and different manufacturers. In addition to the fuel efficiency of a vehicle, driving behaviour as well as other non-technical factors play a role in determining a vehicle's fuel/energy consumption, CO₂ emissions and electric ranges. CO₂ is the main greenhouse gas responsible for global warming. A guide on fuel economy and CO₂ emissions which contains data for all new passenger carrying vehicle models is available at any point of sale free of charge or can be downloaded under: <https://carfueldata.vehicle-certification-agency.gov.uk>.

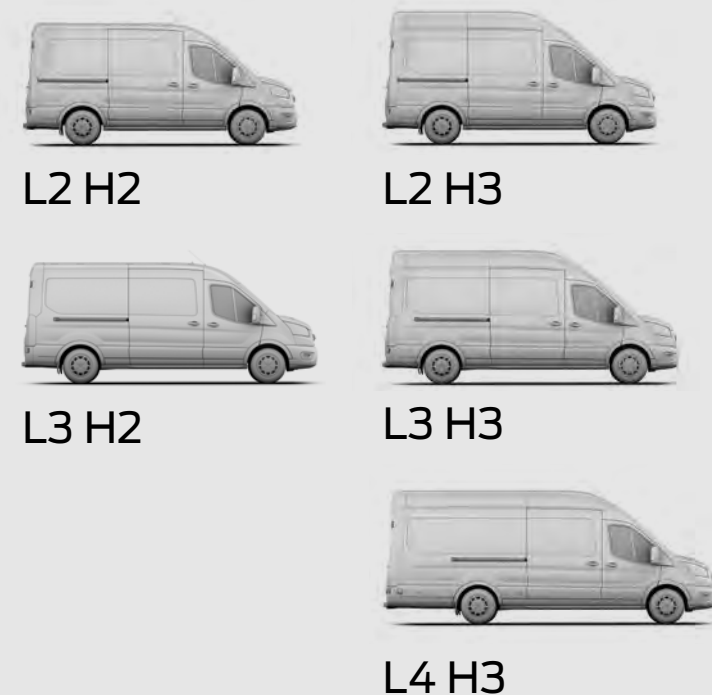
^{oo}Calculated via peak performance of the electric motor(s) at peak battery power. Your results may vary.

^{ooo}Based on full charge of E-Transit Van 390 GVM. Estimated range using Worldwide Harmonised Light Vehicle Test Procedure (WLTP). Figures shown are for comparability purposes and should only be compared with other vehicles tested to the same technical procedures. Actual range varies with conditions such as external elements like temperature, driving behaviours, route profile, vehicle maintenance, and lithium-ion battery age and condition. WLTP Overall Range reflects a combined driving cycle and WLTP Motorway Range reflects motorway driving – both tests are conducted in controlled conditions with an ambient temperature of 23 degrees Celsius and no climate or electrical load.

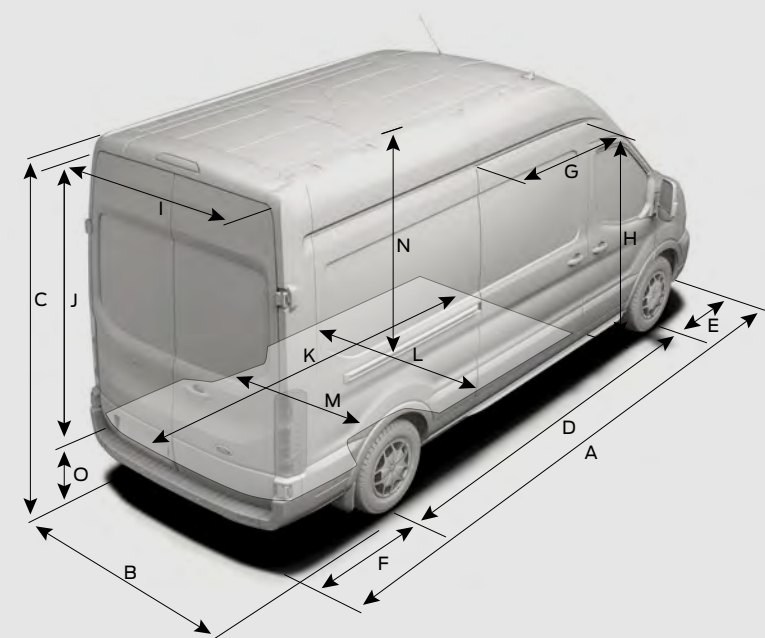
♦Kerb mass is affected by many factors such as bodystyles, engines and options. It is the weight of a standard-specification base vehicle (different series will have different kerb masses), including fluids and fuel tank 90% full, but without the driver (75 kg), crew or cargo. Payload within this guide is the difference between gross vehicle mass (GVM) and kerb mass with a further 75 kg deduction for the weight of the driver. It must be noted that actual weight will always be subject to manufacturing tolerances which may result in payload variations between this guide and actual weight. For customers intending to load vehicle close to maximum payload, we suggest you also add a margin for error of 5% of kerb mass to the kerb mass figure before calculation, to reduce risk of overloading. **NB:** It is the responsibility of the vehicle operator to ensure their vehicles are legally compliant for road use. For rear float option vehicles, kerb mass is increased and payload reduced.

Note The charging rate decreases as battery reaches full capacity. Your results may vary based on peak charging times and battery state of charge.

E-TRANSIT VAN – 425 GVM*



| | L2 H2 | L2 H3 | L3 H2 | L3 H3 | L4 H3 |
|--|-----------------------|-----------------------|------------|------------|------------|
| DIMENSIONS (MM) | | | | | |
| A Overall length | 5531 | 5531 | 5981 | 5981 | 6704 |
| B Overall width with mirrors | 2474 | 2474 | 2474 | 2474 | 2474 |
| Overall width with folded back mirrors | 2112 | 2112 | 2112 | 2112 | 2112 |
| Overall width without mirrors (SRW) | 2059 | 2059 | 2059 | 2059 | 2059 |
| C Overall height** | 2447-2534 | 2686-2771 | 2443-2533 | 2682-2769 | 2680-2778 |
| D Wheelbase | 3300 | 3300 | 3750 | 3750 | 3750 |
| E Front of vehicle to front wheel centre | 1023 | 1023 | 1023 | 1023 | 1023 |
| F Rear of vehicle to rear wheel centre | 1208 | 1208 | 1208 | 1208 | 1931 |
| G Side door entry width | 1300 | 1300 | 1300 | 1300 | 1300 |
| H Side load door entry height | 1600 | 1600 | 1600 | 1600 | 1600 |
| I Rear door entry width | 1565 | 1565 | 1565 | 1565 | 1565 |
| J Rear door entry height | 1648 | 1887 | 1648 | 1887 | 1887 |
| K Maximum loadspace length (at floor with bulkhead) | 3083 | 3083 | 3533 | 3533 | 4256 |
| L Maximum loadspace width | 1784 | 1784 | 1784 | 1784 | 1784 |
| M Loadspace between wheel arches (SRW) | 1392 | 1392 | 1392 | 1392 | 1392 |
| N Load floor to roof | 1786 | 2025 | 1786 | 2025 | 2025 |
| O Loading height** | 615-706 | 615-703 | 608-695 | 608-692 | 608-677 |
| Maximum load volume (with bulkhead) (cu.m) | 9.5 | 10.7 | 11.0 | 12.4 | 15.1 |
| Loadspace (with bulkhead) (VDA) (cu.m) | 8.3 | 9.9 | 10.2 | 11.5 | 14.1 |
| TURNING CIRCLE (M) | | | | | |
| Kerb to kerb 16" wheels | 12.74-12.83/ 12.23 | 12.74-12.83/ 12.23 | 14.3/13.72 | 14.3/13.72 | 14.3/13.69 |
| WEIGHTS AND PAYLOAD (KG) | | | | | |
| Max. gross payload (excluding driver) | 1758 | 1715 | 1701 | 1657 | 1540 |
| Min. kerb mass♦ (excluding driver) | 2492 | 2535 | 2549 | 2593 | 2710 |



| | L2 H2 | L2 H3 | L3 H2 | L3 H3 | L4 H3 |
|--|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| MOTOR – 68 KWH ELECTRIC DRIVE 135/198 KW (184/269 PS) 1-SPEED AUTOMATIC | | | | | |
| Combined energy consumption kWh per 100 miles/kWh per 100 kms ^o | 42.6-58.6/ 26.5-36.4 | 44.9-61.6/ 27.9-38.3 | 43.3-59.4/ 26.9-36.9 | 45.5-62.3/ 28.3-38.7 | 46.5-63.4/ 28.9-39.4 |
| Torque Nm ^{oo} | 430 | 430 | 430 | 430 | 430 |
| WLTP Overall Range (miles/kilometers) ^{ooo} | 144-194/ 232-312 | 139-184/ 224-296 | 143-191/ 230-307 | 138-183/ 222-295 | 136-178/ 219-286 |
| WLTP Motorway Range (miles/kilometers) ^{ooo} | 101-165/ 161-265 | 97-155/ 155-249 | 100-163/ 160-262 | 96-154/ 153-247 | 95-151/ 152-243 |
| CHARGE OPTIONS 0-100% CHARGE (MAX. HRS) | | | | | |
| 230 V outlet with Ford Universal Charge Cable*** | 49.3 | 49.3 | 49.3 | 49.3 | 49.3 |
| Ford Connected Wallbox 7.4 kW 1-phase tethered*** | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 |
| Ford Connected Wallbox 11.0 kW 3-phase tethered*** | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 |
| CHARGE OPTIONS 15-80% CHARGE (MINS) | | | | | |
| High-powered 115 kW DC charging*** | 34 | 34 | 34 | 34 | 34 |

L2 = Medium wheelbase, L3 = Long wheelbase, L4 = Long wheelbase extended length. H2 = Medium Roof, H3 = High Roof, RWD = Rear-wheel drive, SRW = Single rear wheels. All dimensions (shown in mm) are subject to manufacturing tolerances and refer to minimum specification models and do not include additional equipment.

*All E-Transit variants are rear-wheel drive vehicles with Zero Evaporative Emissions.

Height dimensions show the range from minimum to maximum of a fully laden, lowest payload vehicle to unladen highest payload vehicle. These illustrations are for guidance only. **VDA method This is the method used by the Verband der Automobilindustrie (VDA) in Germany. A VDA figure is determined by filling the loadspace with 'litre' blocks, each measuring 200x100x50 mm. The blocks are then counted, and the numerical result is converted into cubic metres.

***Charging performance for E-Transit Van 425 GVM. Charge power can decrease with increasing state of charge. Actual charge times and charge speeds can vary based on different factors (e.g. weather, temperature, driving behaviour, route profile, vehicle condition, age and condition of the lithium-ion-battery, used charging infrastructure).

^oThe declared fuel/energy consumptions, CO₂-emissions and electric ranges are determined according to the technical requirements and specifications of the European Regulations (EC) 715/2007 and (EU) 2017/1151 as last amended. Light Duty vehicles type-approved using the Worldwide Harmonised Light Vehicle Test Procedure (WLTP) will have fuel/energy consumptions and CO₂-emission information for New European Drive Cycle (NEDC) and WLTP. WLTP will fully replace the NEDC latest by end of the year 2020. The applied standard test procedures enable comparison between different vehicle types and different manufacturers. In addition to the fuel efficiency of a vehicle, driving behaviour as well as other non-technical factors play a role in determining a vehicle's fuel/energy consumption, CO₂ emissions and electric ranges. CO₂ is the main greenhouse gas responsible for global warming. A guide on fuel economy and CO₂ emissions which contains data for all new passenger carrying vehicle models is available at any point of sale free of charge or can be downloaded under: <https://carfueldata.vehicle-certification-agency.gov.uk>.

^{oo}Calculated via peak performance of the electric motor(s) at peak battery power. Your results may vary.

^{ooo}Based on full charge of E-Transit Van 425 GVM. Estimated range using Worldwide Harmonised Light Vehicle Test Procedure (WLTP). Figures shown are for comparability purposes and should only be compared with other vehicles tested to the same technical procedures. Actual range varies with conditions such as external elements like temperature, driving behaviours, route profile, vehicle maintenance, and lithium-ion battery age and condition. WLTP Overall Range reflects a combined driving cycle and WLTP Motorway Range reflects motorway driving – both tests are conducted in controlled conditions with an ambient temperature of 23 degrees Celsius and no climate or electrical load.

♦Kerb mass is affected by many factors such as bodystyles, engines and options. It is the weight of a standard-specification base vehicle (different series will have different kerb masses), including fluids and fuel tank 90% full, but without the driver (75 kg), crew or cargo. Payload within this guide is the difference between gross vehicle mass (GVM) and kerb mass with a further 75 kg deduction for the weight of the driver. It must be noted that actual weight will always be subject to manufacturing tolerances which may result in payload variations between this guide and actual weight. For customers intending to load vehicle close to maximum payload, we suggest you also add a margin for error of 5% of kerb mass to the kerb mass figure before calculation, to reduce risk of overloading. **NB:** It is the responsibility of the vehicle operator to ensure their vehicles are legally compliant for road use. For rear float option vehicles, kerb mass is increased and payload reduced.

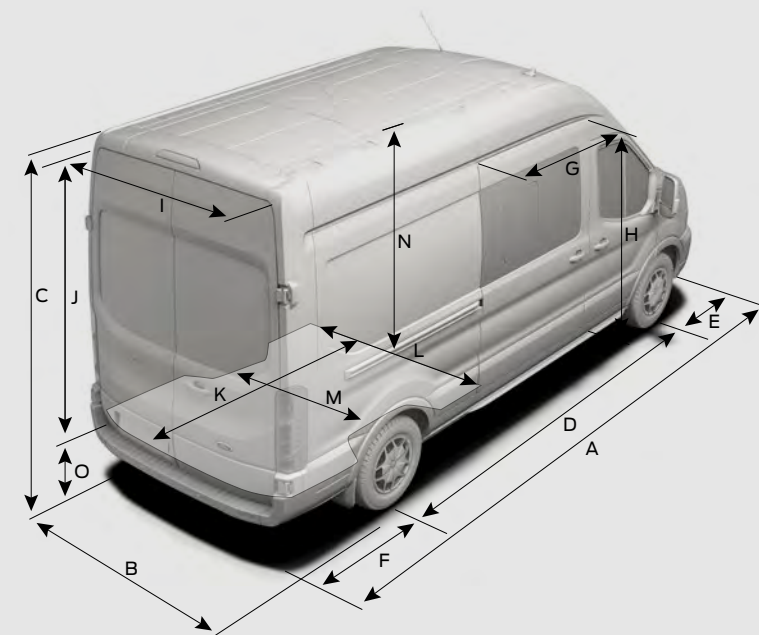
Note The charging rate decreases as battery reaches full capacity. Your results may vary based on peak charging times and battery state of charge.

E-TRANSIT DOUBLE CAB-IN-VAN – 390 GVM*



L3 H2

L3 H3



| | L3 H2 | L3 H3 |
|--|------------|------------|
| DIMENSIONS (MM) | | |
| A Overall length | 5981 | 5981 |
| B Overall width with mirrors | 2474 | 2474 |
| Overall width with folded back mirrors | 2112 | 2112 |
| Overall width without mirrors (SRW) | 2059 | 2059 |
| C Overall height** | 2443-2533 | 2682-2769 |
| D Wheelbase | 3750 | 3750 |
| E Front of vehicle to front wheel centre | 1023 | 1023 |
| F Rear of vehicle to rear wheel centre | 1208 | 1208 |
| G Side door entry width | 1200 | 1200 |
| H Side load door entry height | 1564 | 1564 |
| I Rear door entry width | 1565 | 1565 |
| J Rear door entry height | 1597 | 1836 |
| K Maximum loadspace length (at floor with bulkhead) | 2488 | 2488 |
| L Maximum loadspace width | 1784 | 1784 |
| M Loadspace between wheel arches (SRW) | 1392 | 1392 |
| N Load floor to roof | 1718 | 1955 |
| O Loading height** | 646-740 | 646-736 |
| Maximum load volume (with bulkhead) (cu.m) | 7.2 | 8.0 |
| Loadspace (with bulkhead) (VDA) (cu.m) | 6.6 | 7.3 |
| Usable load length at 1.2 m height | 2239 | 2239 |
| TURNING CIRCLE (M) | | |
| Kerb to kerb 16" wheels | 14.3/13.72 | 14.3/13.72 |
| WEIGHTS AND PAYLOAD (KG) | | |
| Max. gross payload (excluding driver) | 1212 | 1168 |
| Min. kerb mass* (excluding driver) | 2688 | 2732 |

| | L3 H2 | L3 H3 |
|--|-------------------------|-------------------------|
| MOTOR – 68 KWH ELECTRIC DRIVE 135/198 KW (184/269 PS) 1-SPEED AUTOMATIC | | |
| Combined energy consumption kWh per 100 miles/kWh per 100 kms ^o | 43.6-59.7/ 27.1-37.1 | 45.9-62.6/ 28.5-38.9 |
| Torque Nm ^{oo} | 430 | 430 |
| WLTP Overall Range (miles/kilometers) ^{ooo} | 142-189/ 229-304 | 137-180/ 220-290 |
| WLTP Motorway Range (miles/kilometers) ^{ooo} | 100-163/ 160-261 | 96-153/ 153-245 |
| CHARGE OPTIONS 0-100% CHARGE (MAX. HRS) | | |
| 230 V outlet with Ford Universal Charge Cable*** | 49.3 | 49.3 |
| Ford Connected Wallbox 7.4 kW 1-phase tethered*** | 11.5 | 11.5 |
| Ford Connected Wallbox 11.0 kW 3-phase tethered*** | 8.0 | 8.0 |
| CHARGE OPTIONS 15-80% CHARGE (MINS) | | |
| High-powered 115 kW DC charging*** | 34 | 34 |

L3 = Long wheelbase. H2 = Medium Roof, H3 = High Roof, SRW = Single rear wheels. All dimensions (shown in mm) are subject to manufacturing tolerances and refer to minimum specification models and do not include additional equipment.

*All E-Transit Double Cab-in-Van variants are rear-wheel drive vehicles with Zero Evaporative Emissions.

Height dimensions show the range from minimum to maximum of a fully laden, lowest payload vehicle to unladen highest payload vehicle. These illustrations are for guidance only. **VDA method This is the method used by the Verband der Automobilindustrie (VDA) in Germany. A VDA figure is determined by filling the loadspace with 'litre' blocks, each measuring 200x100x50 mm. The blocks are then counted, and the numerical result is converted into cubic metres.

***Charging performance for E-Transit Double Cab-in-Van 390 GVM. Charge power can decrease with increasing state of charge. Actual charge times and charge speeds can vary based on different factors (e.g. weather, temperature, driving behaviour, route profile, vehicle condition, age and condition of the lithium-ion-battery, used charging infrastructure).

^oThe declared fuel/energy consumptions, CO₂-emissions and electric ranges are determined according to the technical requirements and specifications of the European Regulations (EC) 715/2007 and (EU) 2017/1151 as last amended. Light Duty vehicles type-approved using the Worldwide Harmonised Light Vehicle Test Procedure (WLTP) will have fuel/energy consumptions and CO₂-emission information for New European Drive Cycle (NEDC) and WLTP. WLTP will fully replace the NEDC latest by end of the year 2020. The applied standard test procedures enable comparison between different vehicle types and different manufacturers. In addition to the fuel efficiency of a vehicle, driving behaviour as well as other non-technical factors play a role in determining a vehicle's fuel/energy consumption, CO₂ emissions and electric ranges. CO₂ is the main greenhouse gas responsible for global warming. A guide on fuel economy and CO₂ emissions which contains data for all new passenger carrying vehicle models is available at any point of sale free of charge or can be downloaded under: <https://carfueldata.vehicle-certification-agency.gov.uk>.

^{oo}Calculated via peak performance of the electric motor(s) at peak battery power. Your results may vary.

^{ooo}Based on full charge of E-Transit Double Cab-in-Van 390 GVM. Estimated range using Worldwide Harmonised Light Vehicle Test Procedure (WLTP). Figures shown are for comparability purposes and should only be compared with other vehicles tested to the same technical procedures. Actual range varies with conditions such as external elements like temperature, driving behaviours, route profile, vehicle maintenance, and lithium-ion battery age and condition. WLTP Overall Range reflects a combined driving cycle and WLTP Motorway Range reflects motorway driving – both tests are conducted in controlled conditions with an ambient temperature of 23 degrees Celsius and no climate or electrical load.

♦Kerb mass is affected by many factors such as bodystyles, engines and options. It is the weight of a standard-specification base vehicle (different series will have different kerb masses), including fluids and fuel tank 90% full, but without the driver (75 kg), crew or cargo. Payload within this guide is the difference between gross vehicle mass (GVM) and kerb mass with a further 75 kg deduction for the weight of the driver. It must be noted that actual weight will always be subject to manufacturing tolerances which may result in payload variations between this guide and actual weight. For customers intending to load vehicle close to maximum payload, we suggest you also add a margin for error of 5% of kerb mass to the kerb mass figure before calculation, to reduce risk of overloading. **NB:** It is the responsibility of the vehicle operator to ensure their vehicles are legally compliant for road use. For rear float option vehicles, kerb mass is increased and payload reduced.

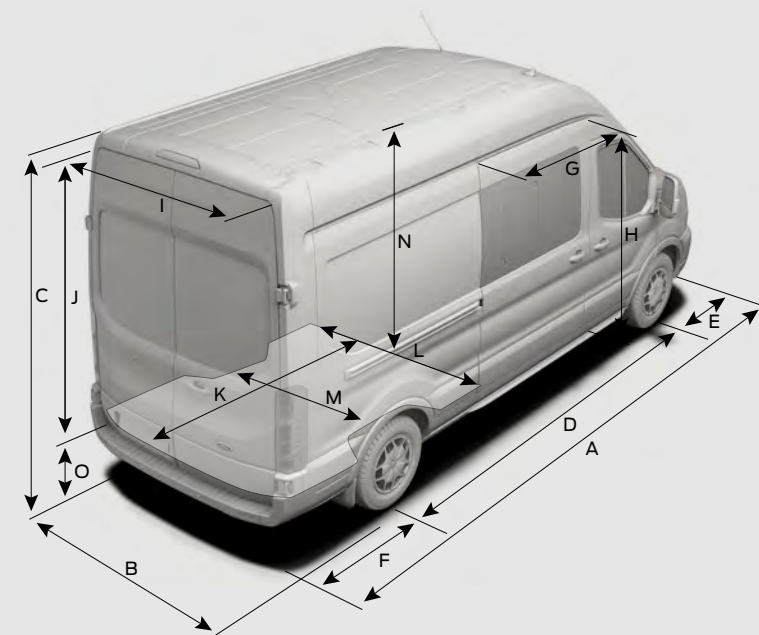
Note The charging rate decreases as battery reaches full capacity. Your results may vary based on peak charging times and battery state of charge.

E-TRANSIT DOUBLE CAB-IN-VAN – 425 GVM*



L3 H2

L3 H3



| | L3 H2 | L3 H3 |
|--|------------|------------|
| DIMENSIONS (MM) | | |
| A Overall length | 5981 | 5981 |
| B Overall width with mirrors | 2474 | 2474 |
| Overall width with folded back mirrors | 2112 | 2112 |
| Overall width without mirrors (SRW) | 2059 | 2059 |
| C Overall height** | 2443-2533 | 2682-2769 |
| D Wheelbase | 3750 | 3750 |
| E Front of vehicle to front wheel centre | 1023 | 1023 |
| F Rear of vehicle to rear wheel centre | 1208 | 1208 |
| G Side door entry width | 1200 | 1200 |
| H Side load door entry height | 1564 | 1564 |
| I Rear door entry width | 1565 | 1565 |
| J Rear door entry height | 1597 | 1836 |
| K Maximum loadspace length (at floor with bulkhead) | 2488 | 2488 |
| L Maximum loadspace width | 1784 | 1784 |
| M Loadspace between wheel arches (SRW) | 1392 | 1392 |
| N Load floor to roof | 1718 | 1955 |
| O Loading height** | 646-740 | 646-736 |
| Maximum load volume (with bulkhead) (cu.m) | 7.2 | 8.0 |
| Loadspace (with bulkhead) (VDA) (cu.m) | 6.6 | 7.3 |
| Usable load length at 1.2 m height | 2239 | 2239 |
| TURNING CIRCLE (M) | | |
| Kerb to kerb 16" wheels | 14.3/13.72 | 14.3/13.72 |
| WEIGHTS AND PAYLOAD (KG) | | |
| Max. gross payload (excluding driver) | 1562 | 1518 |
| Min. kerb mass* (excluding driver) | 2688 | 2732 |

| | L3 H2 | L3 H3 |
|--|-------------------------|-------------------------|
| MOTOR – 68 KWH ELECTRIC DRIVE 135/198 KW (184/269 PS) 1-SPEED AUTOMATIC | | |
| Combined energy consumption kWh per 100 miles/kWh per 100 kms ^o | 44.4-60.5/ 27.6-37.6 | 46.6-63.6/ 29.0-39.5 |
| Torque Nm ^{oo} | 430 | 430 |
| WLTP Overall Range (miles/kilometers) ^{ooo} | 141-186/ 227-300 | 136-178/ 219-286 |
| WLTP Motorway Range (miles/kilometers) ^{ooo} | 99-161/ 159-258 | 95-151/ 152-243 |
| CHARGE OPTIONS 0-100% CHARGE (MAX. HRS) | | |
| 230 V outlet with Ford Universal Charge Cable*** | 49.3 | 49.3 |
| Ford Connected Wallbox 7.4 kW 1-phase tethered*** | 11.5 | 11.5 |
| Ford Connected Wallbox 11.0 kW 3-phase tethered*** | 8.0 | 8.0 |
| CHARGE OPTIONS 15-80% CHARGE (MINS) | | |
| High-powered 115 kW DC charging*** | 34 | 34 |

L3 = Long wheelbase. H2 = Medium Roof, H3 = High Roof, SRW = Single rear wheels. All dimensions (shown in mm) are subject to manufacturing tolerances and refer to minimum specification models and do not include additional equipment.

*All E-Transit Double Cab-in-Van variants are rear-wheel drive vehicles with Zero Evaporative Emissions.

Height dimensions show the range from minimum to maximum of a fully laden, lowest payload vehicle to unladen highest payload vehicle. These illustrations are for guidance only. **VDA method This is the method used by the Verband der Automobilindustrie (VDA) in Germany. A VDA figure is determined by filling the loadspace with 'litre' blocks, each measuring 200x100x50 mm. The blocks are then counted, and the numerical result is converted into cubic metres.

***Charging performance for E-Transit Double Cab-in-Van 425 GVM. Charge power can decrease with increasing state of charge. Actual charge times and charge speeds can vary based on different factors (e.g. weather, temperature, driving behaviour, route profile, vehicle condition, age and condition of the lithium-ion-battery, used charging infrastructure).

^oThe declared fuel/energy consumptions, CO₂-emissions and electric ranges are determined according to the technical requirements and specifications of the European Regulations (EC) 715/2007 and (EU) 2017/1151 as last amended. Light Duty vehicles type-approved using the Worldwide Harmonised Light Vehicle Test Procedure (WLTP) will have fuel/energy consumptions and CO₂-emission information for New European Drive Cycle (NEDC) and WLTP. WLTP will fully replace the NEDC latest by end of the year 2020. The applied standard test procedures enable comparison between different vehicle types and different manufacturers. In addition to the fuel efficiency of a vehicle, driving behaviour as well as other non-technical factors play a role in determining a vehicle's fuel/energy consumption, CO₂ emissions and electric ranges. CO₂ is the main greenhouse gas responsible for global warming. A guide on fuel economy and CO₂ emissions which contains data for all new passenger carrying vehicle models is available at any point of sale free of charge or can be downloaded under: <https://carfueldata.vehicle-certification-agency.gov.uk>.

^{oo}Calculated via peak performance of the electric motor(s) at peak battery power. Your results may vary.

^{ooo}Based on full charge of E-Transit Double Cab-in-Van 425 GVM. Estimated range using Worldwide Harmonised Light Vehicle Test Procedure (WLTP). Figures shown are for comparability purposes and should only be compared with other vehicles tested to the same technical procedures. Actual range varies with conditions such as external elements like temperature, driving behaviours, route profile, vehicle maintenance, and lithium-ion battery age and condition. WLTP Overall Range reflects a combined driving cycle and WLTP Motorway Range reflects motorway driving – both tests are conducted in controlled conditions with an ambient temperature of 23 degrees Celsius and no climate or electrical load.

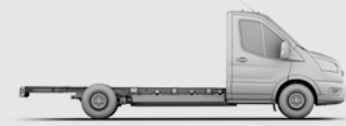
◆Kerb mass is affected by many factors such as bodystyles, engines and options. It is the weight of a standard-specification base vehicle (different series will have different kerb masses), including fluids and fuel tank 90% full, but without the driver (75 kg), crew or cargo. Payload within this guide is the difference between gross vehicle mass (GVM) and kerb mass with a further 75 kg deduction for the weight of the driver. It must be noted that actual weight will always be subject to manufacturing tolerances which may result in payload variations between this guide and actual weight. For customers intending to load vehicle close to maximum payload, we suggest you also add a margin for error of 5% of kerb mass to the kerb mass figure before calculation, to reduce risk of overloading. **NB:** It is the responsibility of the vehicle operator to ensure their vehicles are legally compliant for road use. For rear float option vehicles, kerb mass is increased and payload reduced.

Note The charging rate decreases as battery reaches full capacity. Your results may vary based on peak charging times and battery state of charge.

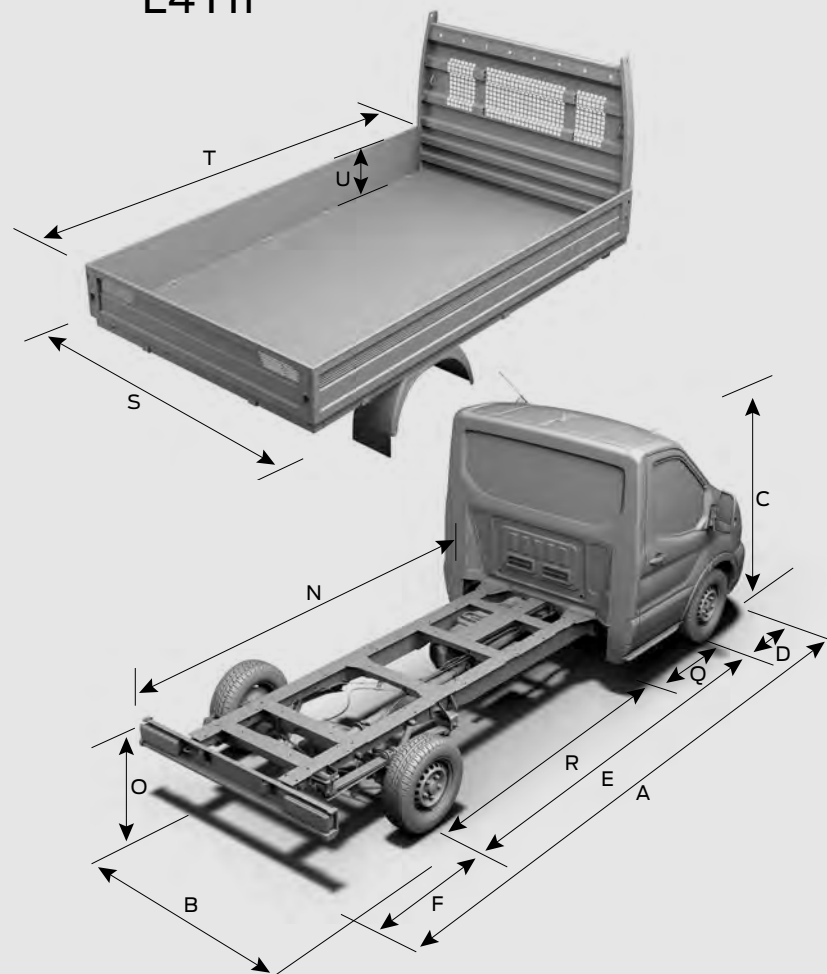
E-TRANSIT SINGLE CHASSIS CAB – 350 GVM*



L3 H1



L4 H1



| | L3 H1 | L4 H1 |
|--|--------------|--------------|
| DIMENSIONS (MM) | | |
| A Overall length | 6022 | 6579 |
| B Overall width with mirrors (standard/wide) | 2474/2746 | 2474/2746 |
| Overall width with folded back mirrors (standard/wide) | 2112/2119 | 2112/2119 |
| Overall width without mirrors (SRW) | 2052 | 2052 |
| C Overall height (maximum) | 2214 | 2215 |
| D Front of vehicle to front wheel centre | 1023 | 1023 |
| E Wheelbase | 3954 | 3954 |
| N Chassis frame length | 3592 | 4149 |
| O Floor/chassis frame height* | 718-763 | 722-779 |
| Q Rear of cab to front wheel centre | 1407 | 1407 |
| R Rear of cab to rear wheel centre | 2547 | 2547 |
| FLOAT DIMENSIONS (MM)** | | |
| Overall length (including float) | 6204 | 6797 |
| Overall width (including float) without mirrors (SRW) | 2098 | 2098 |
| Internal loadspace width (SRW) | 2038 | 2038 |
| Internal loadspace length | 3645 | 4235 |
| TURNING CIRCLE (M) | | |
| Kerb to kerb | 14.9-15/15.3 | 14.9-15/15.3 |
| WEIGHTS AND PAYLOAD (KG) | | |
| Max. gross payload (excluding driver) | 1341-1341 | 1324-1324 |
| Max. gross payload with float (excluding driver) | 1001-1001 | 942-942 |
| Min. kerb mass♦ (excluding driver) | 2159-2159 | 2176-2176 |
| Min. kerb mass♦ with float (excluding driver) | 2499-2499 | 2558-2558 |

| | L3 H1 | L4 H1 |
|---|-------------------------|-------------------------|
| MOTOR – 68 KWH ELECTRIC DRIVE 135/198 KW (184/269 PS) 1-SPEED AUTOMATIC | | |
| Combined energy consumption kWh per 100 miles/kWh per 100 kms ⁰ | 51.5-51.7/ 32.0-32.1 | 51.5-51.7/ 32.0-32.1 |
| Combined energy consumption with float kWh per 100 miles/kWh per 100 kms ⁰ | 55.4/34.4 | 55.7/34.6 |
| Torque Nm ⁰⁰ | 430 | 430 |
| WLTP Overall Range (miles/kilometers) ⁰⁰⁰ | 157/252 | 157/252 |
| WLTP Overall Range with Float (miles/kilometers) ⁰⁰⁰ | 150/241 | 149/240 |
| WLTP Motorway Range (miles/kilometers) ⁰⁰⁰ | 119/191 | 119/191 |
| WLTP Motorway Range with Float (miles/kilometers) ⁰⁰⁰ | 114/183 | 114/183 |
| CHARGE OPTIONS 0-100% CHARGE (MAX. HRS) | | |
| 230 V outlet with Ford Universal Charge Cable*** | 49.3 | 49.3 |
| Ford Connected Wallbox 7.4 kW 1-phase tethered*** | 11.5 | 11.5 |
| Ford Connected Wallbox 11.0 kW 3-phase tethered*** | 8.0 | 8.0 |
| CHARGE OPTIONS 15-80% CHARGE (MINS) | | |
| High-powered 115 kW DC charging*** | 34 | 34 |

L3 = Long wheelbase, L4 = Long wheelbase extended length. H1 = Low Roof. SRW = Single rear wheels. All dimensions (shown in mm) are subject to manufacturing tolerances and refer to minimum specification models and do not include additional equipment.

*All E-Transit Chassis Cab variants are rear-wheel drive vehicles with Zero Evaporative Emissions.

Height dimensions show the range from minimum to maximum of a fully laden, lowest payload vehicle to unladen highest payload vehicle. These illustrations are for guidance only. **VDA method This is the method used by the Verband der Automobilindustrie (VDA) in Germany. A VDA figure is determined by filling the loadspace with 'litre' blocks, each measuring 200x100x50 mm. The blocks are then counted, and the numerical result is converted into cubic metres.

***Charging performance for E-Transit Single Chassis Cab 350 GVM. Charge power can decrease with increasing state of charge. Actual charge times and charge speeds can vary based on different factors (e.g. weather, temperature, driving behaviour, route profile, vehicle condition, age and condition of the lithium-ion-battery, used charging infrastructure).

⁰The declared fuel/energy consumptions, CO₂-emissions and electric ranges are determined according to the technical requirements and specifications of the European Regulations (EC) 715/2007 and (EU) 2017/1151 as last amended. Light Duty vehicles type-approved using the Worldwide Harmonised Light Vehicle Test Procedure (WLTP) will have fuel/energy consumptions and CO₂-emission information for New European Drive Cycle (NEDC) and WLTP. WLTP will fully replace the NEDC latest by end of the year 2020. The applied standard test procedures enable comparison between different vehicle types and different manufacturers. In addition to the fuel efficiency of a vehicle, driving behaviour as well as other non-technical factors play a role in determining a vehicle's fuel/energy consumption, CO₂ emissions and electric ranges. CO₂ is the main greenhouse gas responsible for global warming. A guide on fuel economy and CO₂ emissions which contains data for all new passenger carrying vehicle models is available at any point of sale free of charge or can be downloaded under: <https://carfueldata.vehicle-certification-agency.gov.uk>.

⁰⁰Calculated via peak performance of the electric motor(s) at peak battery power. Your results may vary.

⁰⁰⁰Based on full charge of E-Transit Single Chassis Cab 350 GVM. Estimated range using Worldwide Harmonised Light Vehicle Test Procedure (WLTP). Figures shown are for comparability purposes and should only be compared with other vehicles tested to the same technical procedures. Actual range varies with conditions such as external elements like temperature, driving behaviours, route profile, vehicle maintenance, and lithium-ion battery age and condition. WLTP Overall Range reflects a combined driving cycle and WLTP Motorway Range reflects motorway driving – both tests are conducted in controlled conditions with an ambient temperature of 23 degrees Celsius and no climate or electrical load.

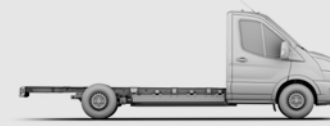
♦Kerb mass is affected by many factors such as bodystyles, engines and options. It is the weight of a standard-specification base vehicle (different series will have different kerb masses), including fluids and fuel tank 90% full, but without the driver (75 kg), crew or cargo. Payload within this guide is the difference between gross vehicle mass (GVM) and kerb mass with a further 75 kg deduction for the weight of the driver. It must be noted that actual weight will always be subject to manufacturing tolerances which may result in payload variations between this guide and actual weight. For customers intending to load vehicle close to maximum payload, we suggest you also add a margin for error of 5% of kerb mass to the kerb mass figure before calculation, to reduce risk of overloading. **NB:** It is the responsibility of the vehicle operator to ensure their vehicles are legally compliant for road use. For rear float option vehicles, kerb mass is increased and payload reduced.

Note The charging rate decreases as battery reaches full capacity. Your results may vary based on peak charging times and battery state of charge.

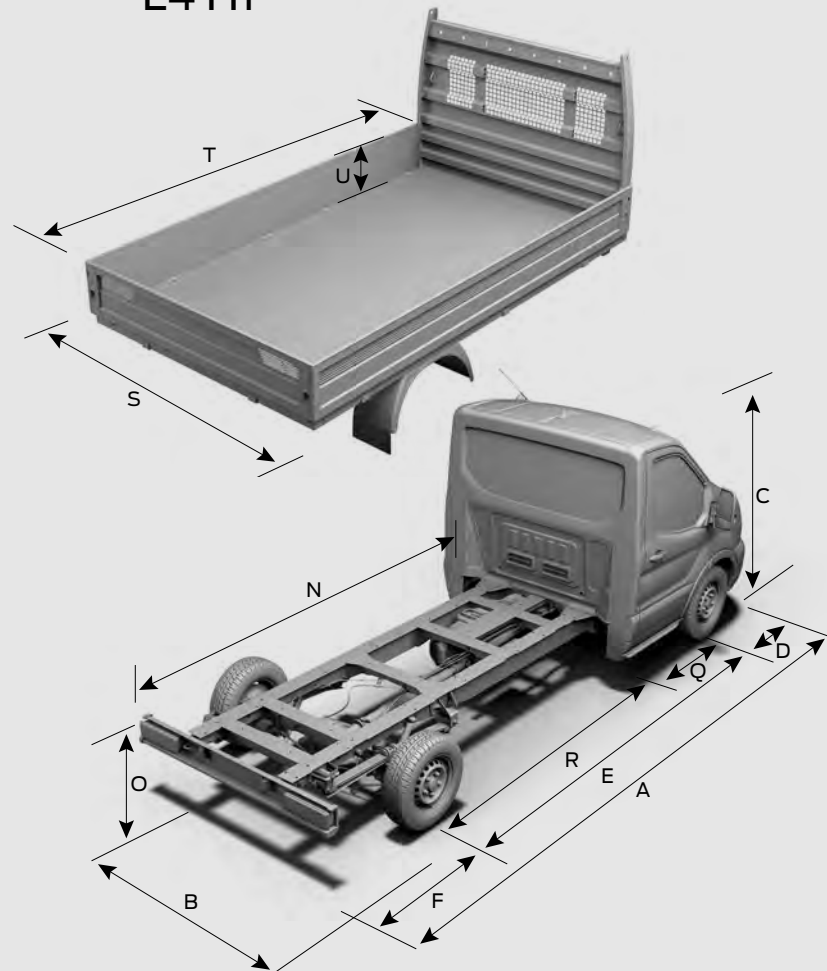
E-TRANSIT SINGLE CHASSIS CAB – 390 GVM*



L3 H1



L4 H1



| | L3 H1 | L4 H1 |
|--|--------------|--------------|
| DIMENSIONS (MM) | | |
| A Overall length | 6022 | 6579 |
| B Overall width with mirrors (standard/wide) | 2474/2746 | 2474/2746 |
| Overall width with folded back mirrors (standard/wide) | 2112/2119 | 2112/2119 |
| Overall width without mirrors (SRW) | 2052 | 2052 |
| C Overall height (maximum) | 2214 | 2215 |
| D Front of vehicle to front wheel centre | 1023 | 1023 |
| E Wheelbase | 3954 | 3954 |
| N Chassis frame length | 3592 | 4149 |
| O Floor/chassis frame height* | 718-763 | 722-779 |
| Q Rear of cab to front wheel centre | 1407 | 1407 |
| R Rear of cab to rear wheel centre | 2547 | 2547 |
| FLOAT DIMENSIONS (MM)** | | |
| Overall length (including float) | 6204 | 6797 |
| Overall width (including float) without mirrors (SRW) | 2098 | 2098 |
| Internal loadspace width (SRW) | 2038 | 2038 |
| Internal loadspace length | 3645 | 4235 |
| TURNING CIRCLE (M) | | |
| Kerb to kerb | 14.9-15/15.3 | 14.9-15/15.3 |
| WEIGHTS AND PAYLOAD (KG) | | |
| Max. gross payload (excluding driver) | 1741 | 1724 |
| Max. gross payload with float (excluding driver) | 1401 | 1342 |
| Min. kerb mass♦ (excluding driver) | 2160 | 2176 |
| Min. kerb mass♦ with float (excluding driver) | 2499 | 2558 |

| | L3 H1 | L4 H1 |
|---|-----------|-----------|
| MOTOR – 68 KWH ELECTRIC DRIVE 135/198 KW (184/269 PS) 1-SPEED AUTOMATIC | | |
| Combined energy consumption kWh per 100 miles/kWh per 100 kms ⁰ | 51.7/32.1 | 51.7/32.1 |
| Combined energy consumption with float kWh per 100 miles/kWh per 100 kms ⁰ | 55.2/34.3 | 55.5/34.5 |
| Torque Nm ⁰⁰ | 430 | 430 |
| WLTP Overall Range (miles/kilometers) ⁰⁰⁰ | 157/252 | 157/252 |
| WLTP Overall Range with Float (miles/kilometers) ⁰⁰⁰ | 150/241 | 149/240 |
| WLTP Motorway Range (miles/kilometers) ⁰⁰⁰ | 119/191 | 119/191 |
| WLTP Motorway Range with Float (miles/kilometers) ⁰⁰⁰ | 115/184 | 115/184 |
| CHARGE OPTIONS 0-100% CHARGE (MAX. HRS) | | |
| 230 V outlet with Ford Universal Charge Cable*** | 49.3 | 49.3 |
| Ford Connected Wallbox 7.4 kW 1-phase tethered*** | 11.5 | 11.5 |
| Ford Connected Wallbox 11.0 kW 3-phase tethered*** | 8.0 | 8.0 |
| CHARGE OPTIONS 15-80% CHARGE (MINS) | | |
| High-powered 115 kW DC charging*** | 34 | 34 |

L3 = Long wheelbase, L4 = Long wheelbase extended length. H1 = Low Roof. SRW = Single rear wheels. All dimensions (shown in mm) are subject to manufacturing tolerances and refer to minimum specification models and do not include additional equipment.

*All E-Transit Chassis Cab variants are rear-wheel drive vehicles with Zero Evaporative Emissions.

Height dimensions show the range from minimum to maximum of a fully laden, lowest payload vehicle to unladen highest payload vehicle. These illustrations are for guidance only. **VDA method This is the method used by the Verband der Automobilindustrie (VDA) in Germany. A VDA figure is determined by filling the loadspace with 'litre' blocks, each measuring 200x100x50 mm. The blocks are then counted, and the numerical result is converted into cubic metres.

***Charging performance for E-Transit Single Chassis Cab 390 GVM. Charge power can decrease with increasing state of charge. Actual charge times and charge speeds can vary based on different factors (e.g. weather, temperature, driving behaviour, route profile, vehicle condition, age and condition of the lithium-ion-battery, used charging infrastructure).

⁰The declared fuel/energy consumptions, CO₂-emissions and electric ranges are determined according to the technical requirements and specifications of the European Regulations (EC) 715/2007 and (EU) 2017/1151 as last amended. Light Duty vehicles type-approved using the Worldwide Harmonised Light Vehicle Test Procedure (WLTP) will have fuel/energy consumptions and CO₂-emission information for New European Drive Cycle (NEDC) and WLTP. WLTP will fully replace the NEDC latest by end of the year 2020. The applied standard test procedures enable comparison between different vehicle types and different manufacturers. In addition to the fuel efficiency of a vehicle, driving behaviour as well as other non-technical factors play a role in determining a vehicle's fuel/energy consumption, CO₂ emissions and electric ranges. CO₂ is the main greenhouse gas responsible for global warming. A guide on fuel economy and CO₂ emissions which contains data for all new passenger carrying vehicle models is available at any point of sale free of charge or can be downloaded under: <https://carfueldata.vehicle-certification-agency.gov.uk>.

⁰⁰Calculated via peak performance of the electric motor(s) at peak battery power. Your results may vary.

⁰⁰⁰Based on full charge of E-Transit Single Chassis Cab 390 GVM. Estimated range using Worldwide Harmonised Light Vehicle Test Procedure (WLTP). Figures shown are for comparability purposes and should only be compared with other vehicles tested to the same technical procedures. Actual range varies with conditions such as external elements like temperature, driving behaviours, route profile, vehicle maintenance, and lithium-ion battery age and condition. WLTP Overall Range reflects a combined driving cycle and WLTP Motorway Range reflects motorway driving – both tests are conducted in controlled conditions with an ambient temperature of 23 degrees Celsius and no climate or electrical load.

♦Kerb mass is affected by many factors such as bodystyles, engines and options. It is the weight of a standard-specification base vehicle (different series will have different kerb masses), including fluids and fuel tank 90% full, but without the driver (75 kg), crew or cargo. Payload within this guide is the difference between gross vehicle mass (GVM) and kerb mass with a further 75 kg deduction for the weight of the driver. It must be noted that actual weight will always be subject to manufacturing tolerances which may result in payload variations between this guide and actual weight. For customers intending to load vehicle close to maximum payload, we suggest you also add a margin for error of 5% of kerb mass to the kerb mass figure before calculation, to reduce risk of overloading. **NB:** It is the responsibility of the vehicle operator to ensure their vehicles are legally compliant for road use. For rear float option vehicles, kerb mass is increased and payload reduced.

Note The charging rate decreases as battery reaches full capacity. Your results may vary based on peak charging times and battery state of charge.

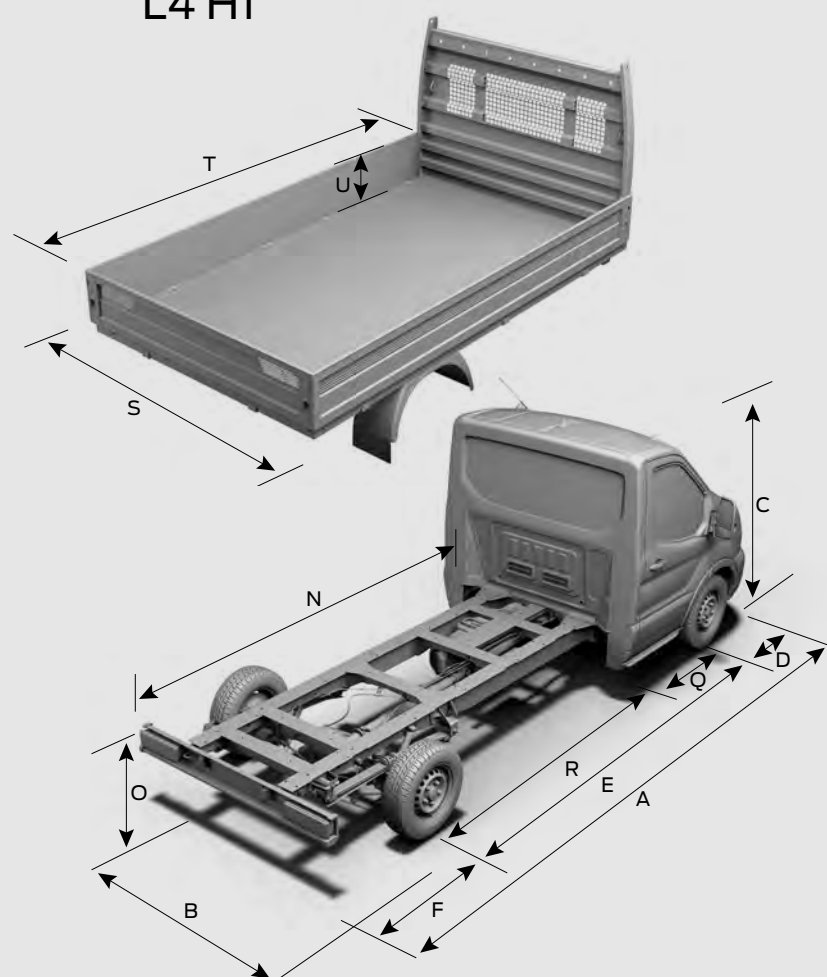
E-TRANSIT SINGLE CHASSIS CAB – 425 GVM*



L3 H1



L4 H1



| | L3 H1 | L4 H1 |
|--|--------------|--------------|
| DIMENSIONS (MM) | | |
| A Overall length | 6022 | 6579 |
| B Overall width with mirrors (standard/wide) | 2474/2746 | 2474/2746 |
| Overall width with folded back mirrors (standard/wide) | 2112/2119 | 2112/2119 |
| Overall width without mirrors (SRW) | 2052 | 2052 |
| C Overall height (maximum) | 2214 | 2215 |
| D Front of vehicle to front wheel centre | 1023 | 1023 |
| E Wheelbase | 3954 | 3954 |
| N Chassis frame length | 3592 | 4149 |
| O Floor/chassis frame height* | 718-763 | 722-779 |
| Q Rear of cab to front wheel centre | 1407 | 1407 |
| R Rear of cab to rear wheel centre | 2547 | 2547 |
| FLOAT DIMENSIONS (MM)** | | |
| Overall length (including float) | 6204 | 6797 |
| Overall width (including float) without mirrors (SRW) | 2098 | 2098 |
| Internal loadspace width (SRW) | 2038 | 2038 |
| Internal loadspace length | 3645 | 4235 |
| TURNING CIRCLE (M) | | |
| Kerb to kerb | 14.9-15/15.3 | 14.9-15/15.3 |
| WEIGHTS AND PAYLOAD (KG) | | |
| Max. gross payload (excluding driver) | 2091 | 2074 |
| Max. gross payload with float (excluding driver) | 1751 | 1692 |
| Min. kerb mass♦ (excluding driver) | 2159 | 2176 |
| Min. kerb mass♦ with float (excluding driver) | 2499 | 2558 |

| | L3 H1 | L4 H1 |
|---|-----------|-----------|
| MOTOR – 68 KWH ELECTRIC DRIVE 135/198 KW (184/269 PS) 1-SPEED AUTOMATIC | | |
| Combined energy consumption kWh per 100 miles/kWh per 100 kms ⁰ | 52.5/32.6 | 52.6/32.7 |
| Combined energy consumption with float kWh per 100 miles/kWh per 100 kms ⁰ | 56.0/34.8 | 56.3/35.0 |
| Torque Nm ⁰⁰ | 430 | 430 |
| WLTP Overall Range (miles/kilometers) ⁰⁰⁰ | 155/250 | 155/249 |
| WLTP Overall Range with Float (miles/kilometers) ⁰⁰⁰ | 149/239 | 176/283 |
| WLTP Motorway Range (miles/kilometers) ⁰⁰⁰ | 119/190 | 119/190 |
| WLTP Motorway Range with Float (miles/kilometers) ⁰⁰⁰ | 114/183 | 114/183 |
| CHARGE OPTIONS 0-100% CHARGE (MAX. HRS) | | |
| 230 V outlet with Ford Universal Charge Cable*** | 49.3 | 49.3 |
| Ford Connected Wallbox 7.4 kW 1-phase tethered*** | 11.5 | 11.5 |
| Ford Connected Wallbox 11.0 kW 3-phase tethered*** | 8.0 | 8.0 |
| CHARGE OPTIONS 15-80% CHARGE (MINS) | | |
| High-powered 115 kW DC charging*** | 34 | 34 |

L3 = Long wheelbase, L4 = Long wheelbase extended length. H1 = Low Roof. SRW = Single rear wheels. All dimensions (shown in mm) are subject to manufacturing tolerances and refer to minimum specification models and do not include additional equipment.

*All E-Transit Chassis Cab variants are rear-wheel drive vehicles with Zero Evaporative Emissions.

Height dimensions show the range from minimum to maximum of a fully laden, lowest payload vehicle to unladen highest payload vehicle. These illustrations are for guidance only. **VDA method This is the method used by the Verband der Automobilindustrie (VDA) in Germany. A VDA figure is determined by filling the loadspace with 'litre' blocks, each measuring 200x100x50 mm. The blocks are then counted, and the numerical result is converted into cubic metres.

***Charging performance for E-Transit Single Chassis Cab 425 GVM. Charge power can decrease with increasing state of charge. Actual charge times and charge speeds can vary based on different factors (e.g. weather, temperature, driving behaviour, route profile, vehicle condition, age and condition of the lithium-ion-battery, used charging infrastructure).

⁰The declared fuel/energy consumptions, CO₂-emissions and electric ranges are determined according to the technical requirements and specifications of the European Regulations (EC) 715/2007 and (EU) 2017/1151 as last amended. Light Duty vehicles type-approved using the Worldwide Harmonised Light Vehicle Test Procedure (WLTP) will have fuel/energy consumptions and CO₂-emission information for New European Drive Cycle (NEDC) and WLTP. WLTP will fully replace the NEDC latest by end of the year 2020. The applied standard test procedures enable comparison between different vehicle types and different manufacturers. In addition to the fuel efficiency of a vehicle, driving behaviour as well as other non-technical factors play a role in determining a vehicle's fuel/energy consumption, CO₂ emissions and electric ranges. CO₂ is the main greenhouse gas responsible for global warming. A guide on fuel economy and CO₂ emissions which contains data for all new passenger carrying vehicle models is available at any point of sale free of charge or can be downloaded under: <https://carfueldata.vehicle-certification-agency.gov.uk>.

⁰⁰Calculated via peak performance of the electric motor(s) at peak battery power. Your results may vary.

⁰⁰⁰Based on full charge of E-Transit Single Chassis Cab 425 GVM. Estimated range using Worldwide Harmonised Light Vehicle Test Procedure (WLTP). Figures shown are for comparability purposes and should only be compared with other vehicles tested to the same technical procedures. Actual range varies with conditions such as external elements like temperature, driving behaviours, route profile, vehicle maintenance, and lithium-ion battery age and condition. WLTP Overall Range reflects a combined driving cycle and WLTP Motorway Range reflects motorway driving – both tests are conducted in controlled conditions with an ambient temperature of 23 degrees Celsius and no climate or electrical load.

♦Kerb mass is affected by many factors such as bodystyles, engines and options. It is the weight of a standard-specification base vehicle (different series will have different kerb masses), including fluids and fuel tank 90% full, but without the driver (75 kg), crew or cargo. Payload within this guide is the difference between gross vehicle mass (GVM) and kerb mass with a further 75 kg deduction for the weight of the driver. It must be noted that actual weight will always be subject to manufacturing tolerances which may result in payload variations between this guide and actual weight. For customers intending to load vehicle close to maximum payload, we suggest you also add a margin for error of 5% of kerb mass to the kerb mass figure before calculation, to reduce risk of overloading.

NB: It is the responsibility of the vehicle operator to ensure their vehicles are legally compliant for road use. For rear float option vehicles, kerb mass is increased and payload reduced.

Note The charging rate decreases as battery reaches full capacity. Your results may vary based on peak charging times and battery state of charge.

GET THE MOST FROM YOUR NEW FORD

We want to help you get the most from your new Ford. To do that, you need to know how much it is designed to safely carry, both in terms of payload and load volume. Your Transit Centre can provide professional advice on important specification aspects, and help to find the right van for your budget and business needs.

THE FORD E-TRANSIT IS DESIGNED TO CARRY CARGO – AND LOTS OF IT.

Choosing a new van is an important decision with lots of factors to be considered. While some aspects, like selecting the most appropriate derivative, identifying the intended primary use and determining load box size are relatively simple, others, such as calculating payload are more complex.

PAYLOAD CAPACITY

To calculate payload, you need to know two things: the vehicle's gross vehicle mass (GVM) and its kerb mass.

GVM is the maximum permissible weight of the vehicle when loaded and ready to go – that includes the weight of the vehicle itself, ancillaries, driver and crew (assuming the industry standard weight of 75 kg/person), fluids, optional and aftermarket equipment, and cargo.

For simplicity, Ford Transit models are designated according to their GVM. For example, a 280 has a GVM of c. 2,800 kg; and a 300 has a GVM of c. 3,000 kg.

Kerb mass is the weight of a standard-specification vehicle, including fluids, but without the driver, crew or cargo.

Payload is the difference between the two.

Gross vehicle mass minus **kerb mass** = **payload**

To help you choose the right vehicle for your needs, here are some more detailed explanations about the factors that can influence a vehicle's payload. These include, but are not limited to:

DRIVER AND CREW

We calculate the weight of the driver and crew based on the industry-standard weight of 75 kg/person. Remember that the driver and crew are not included in the kerb mass figure, so when a driver or crew boards the vehicle, its payload will be reduced accordingly.

FACTORY-FITTED OPTIONS

Most factory-fitted options will affect a vehicle's payload. For example, air conditioning can add approximately 18 kg to a vehicle's weight, and therefore reduce its payload accordingly.

However, specifying a single front passenger seat in lieu of the standard dual seat will reduce the vehicle's weight by approximately 12 kg, and increase its payload by the same amount. Your Transit Centre will be able to tell you what features can add or reduce your vehicle's kerb mass and by how much.

SERIES

All kerb masses quoted in this brochure are for standard-specification models, unless otherwise stated. Trend, Trail and Limited series models will generally weigh more than Leader series due to the increased level of features and equipment.

MANUFACTURING TOLERANCES

Variations in manufacturing and production processes mean that no two vehicles are likely to weigh exactly the same.

ACCESSORIES AND AFTERMARKET CONVERSIONS

It is important to think carefully about what you add to your vehicle after you take delivery. Any accessories fitted or aftermarket conversions to the vehicle may adversely affect its payload. Please speak to your Transit Centre for more information and advice.

If payload is critical to your business, or if you plan to carry cargo at, or close to, the vehicle's maximum capacity, your Transit Centre can help. Using their specialist expertise and knowledge, they can advise you on the exact specification of vehicle required to meet your individual business needs.

CONFIGURE YOUR VAN TO SUIT YOUR JOB

Ford Commercial Vehicles are available with a wide range of standard and optional features. Your Transit Centre can help you ensure that you specify the right vehicle features for your specific business needs, including technical items to aid aftermarket fitment of specialist equipment or conversion.

Note Technical information for vehicle converters can be found online via the Body and Equipment Mounting Manual at etis.ford.com. Please go to [information >> vehicle conversions](#).

BE PREPARED FOR E-TRANSIT

Be among the first for the latest news and developments of the class-redefining E-Transit by entering a few of your details here

KEEP ME INFORMED

Illustrations, descriptions and specifications. All content was correct at the time of publication. However, Ford policy is one of continuous product development. The right is reserved to change specifications, colours and recommended prices of the models and items illustrated and described in this publication at any time. For the latest details always consult your Ford Dealer. **Optional equipment.** Throughout this publication, wherever a feature is described as being an 'Option' or 'Option Fitment/Pack' etc, you should assume that it will be at extra cost to the base vehicle, unless specifically stated to the contrary. All models and colour combinations are subject to availability. **Note.** Some images portrayed are of a pre-production model and/or are computer generated, therefore, the design/features on the final version of the vehicle may differ in various respects. In addition, some of the features shown on the vehicles may be optional. **Note.** This brochure contains both original Ford accessories as well as a range of products from our suppliers. Fitment of accessories may have an impact on your vehicle's fuel consumption. + The identified accessories are carefully selected third party supplier branded accessories which do not come with a Ford warranty but are covered by the third party supplier's own warranty, the details of which can be obtained from your Ford Dealer. **Note.** The Bluetooth® word mark and logos are owned by the Bluetooth SIG, Inc. and any use of such marks by Ford Motor Company is under licence. The iPod word mark and logos are the property of Apple Inc. Other trademarks and trade names are those of their respective owners. **Note.** Some driver assistance features and safety features described in this brochure are designed to function using sensors, whose performance may be affected under certain weather or environmental conditions.

The Government fuel figures do not express or imply any guarantee of the fuel consumption of any particular vehicle. The vehicles themselves have not been tested and there are inevitably differences between individual vehicles of the same model. In addition, a vehicle may incorporate particular modifications. Furthermore, the driver's style and road and traffic conditions, as well as the extent to which the vehicle has been driven and the standard of maintenance, will affect its fuel consumption. **Insurance groups** are only as recommended by the Association of British Insurers. You should always consult your insurance adviser for confirmation.

Ford One Call

In the unlikely event that your Ford Dealer can't help you or if you need to speak to us directly, call 0203 564 4444

Ford Rental – local service nationwide

Car and Van rental from our latest model range. Contact your local Ford Dealer for more information

Ford Motability

Call our Ford Motability team on 0345 6040019

Finance

Ford Credit Customer Services 0345 712 5490.
Ford Lease Customer Services 0344 600 1405
Calls to 0344 and 0345 numbers are charged at the same rate as a standard 01 or 02 geographic number, even when calling from a mobile.



Model shown is an E-Transit Van Trend L3 H3 in Moondust Silver metallic body colour (option).