

FORD E-TRANSIT



PRO[™]

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



*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 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

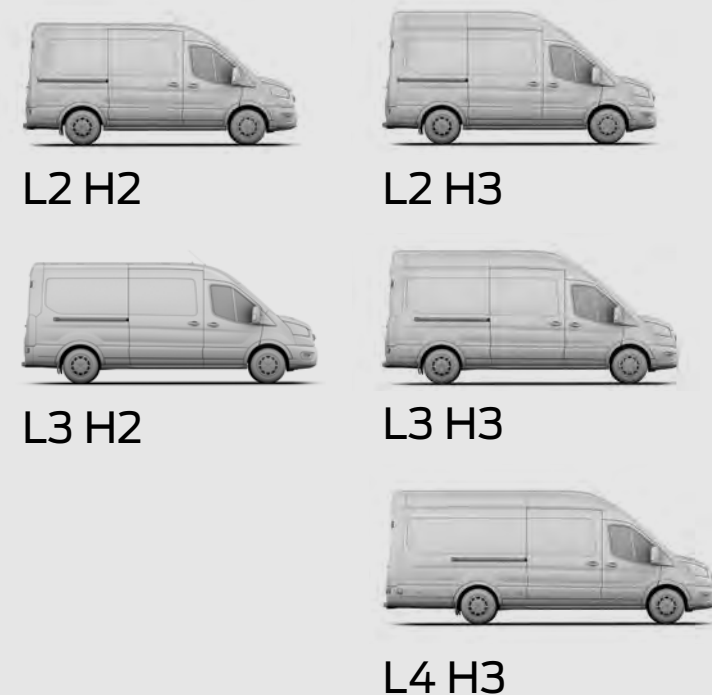
- 68 kWh Electric Drive
184 PS (135 kW) 430 Nm
1-speed automatic
- 68 kWh Electric Drive
269 PS (198 kW) 430 Nm
1-speed automatic



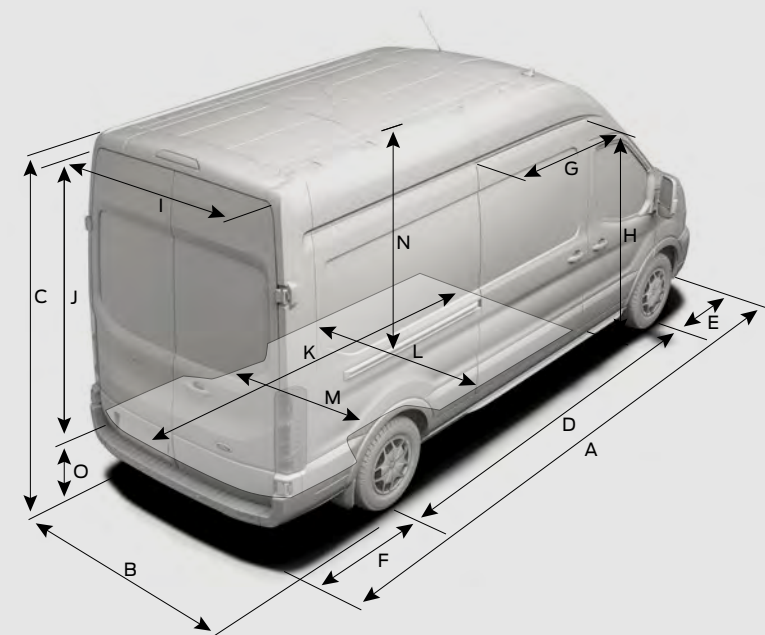
*Ford Emergency Assistance is an innovative SYNC feature that uses a Bluetooth® paired and connected mobile phone to help vehicle occupants initiate a call to the local Communications Centre, following a vehicle crash event involving an airbag deployment or fuel pump shut off. The feature operates in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

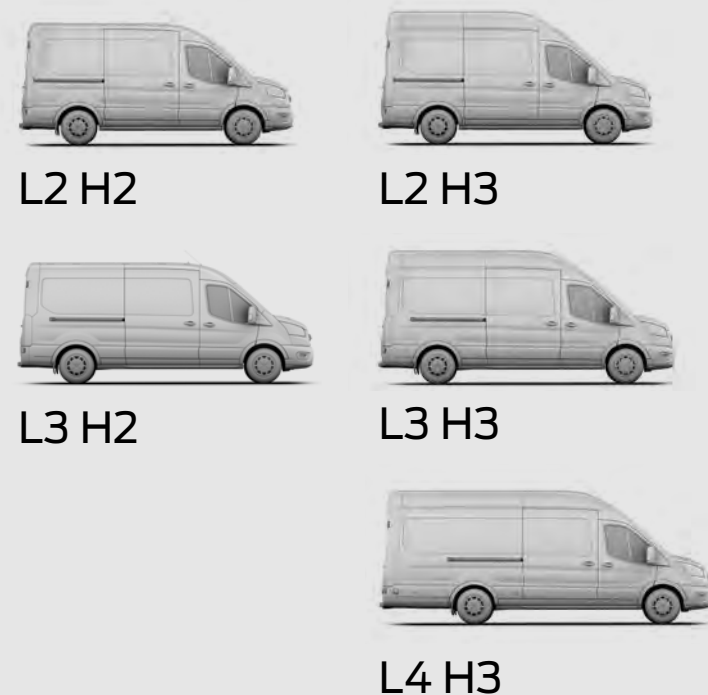
^{oo}Calculated via peak performance of the electric motor(s) at peak battery power. Your results may vary.

^{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.

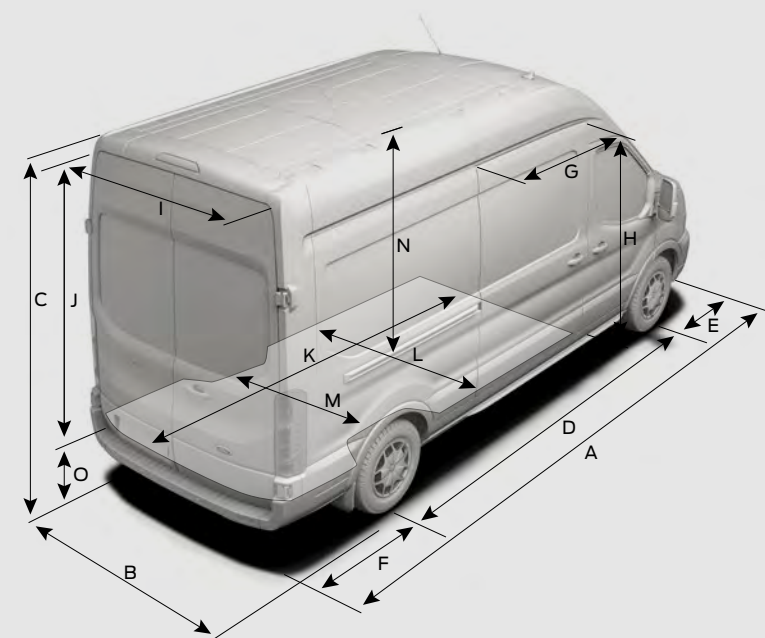
♦Kerb mass is affected by many factors such as bodystyles, engines and options. It is the weight of a standard-specification base vehicle (different series will have different kerb masses), including fluids and fuel tank 90% full, but without the driver (75 kg), crew or cargo. Payload within this guide 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>.

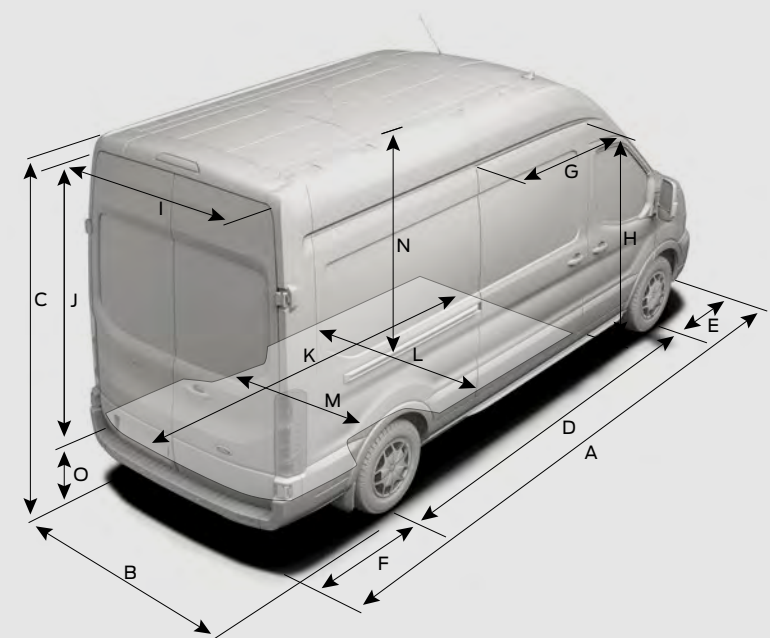
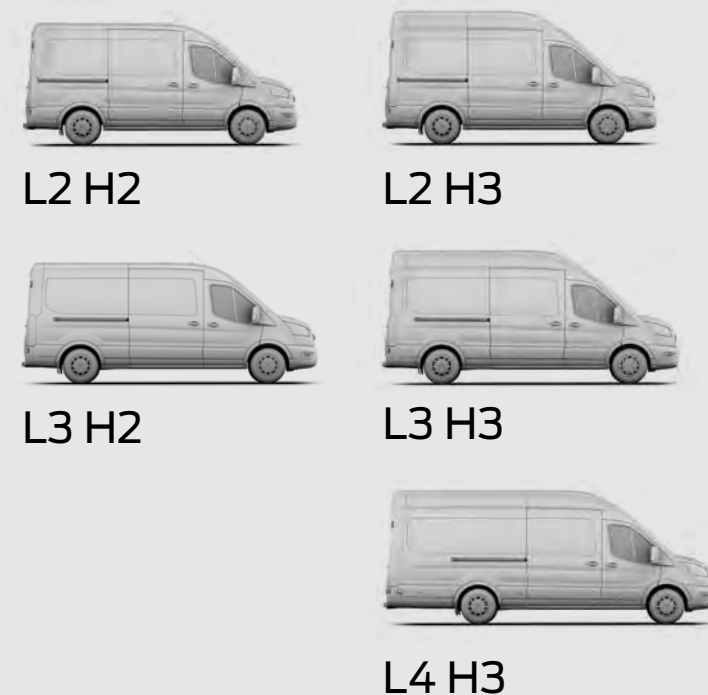
^{oo}Calculated via peak performance of the electric motor(s) at peak battery power. Your results may vary.

^{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.

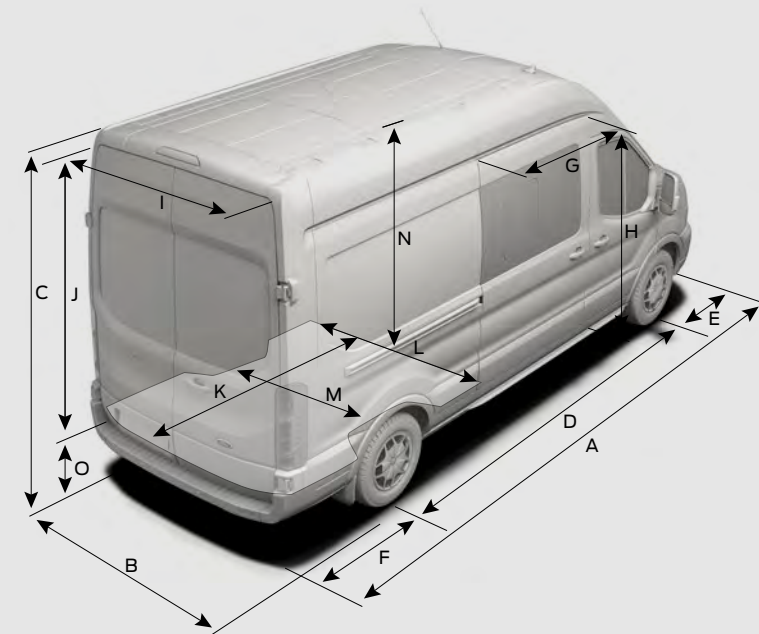
Note The charging rate decreases as battery reaches full capacity. Your results may vary based on peak charging times and battery state of charge.

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.

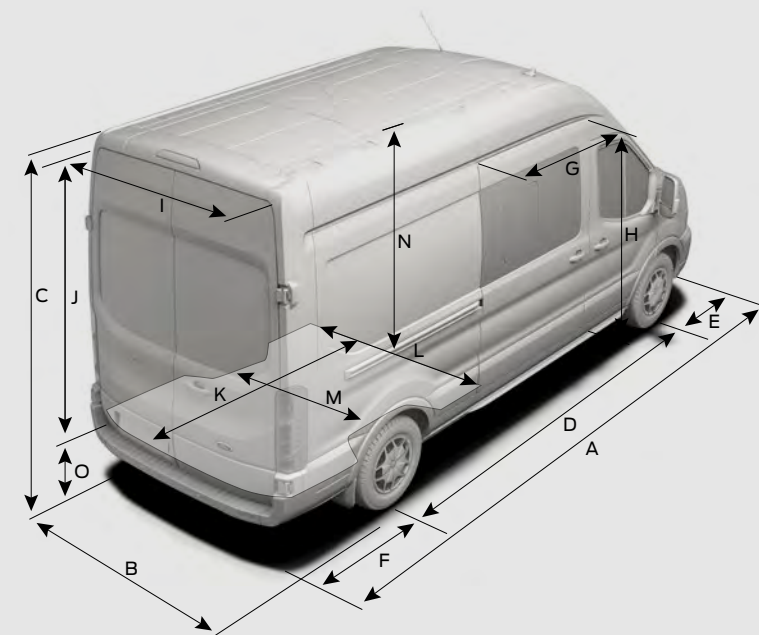
Note The charging rate decreases as battery reaches full capacity. Your results may vary based on peak charging times and battery state of charge.

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.

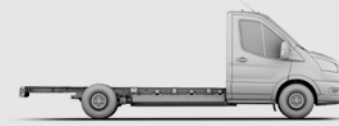
◆Kerb mass is affected by many factors such as bodystyles, engines and options. It is the weight of a standard-specification base vehicle (different series will have different kerb masses), including fluids and fuel tank 90% full, but without the driver (75 kg), crew or cargo. Payload within this guide 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.

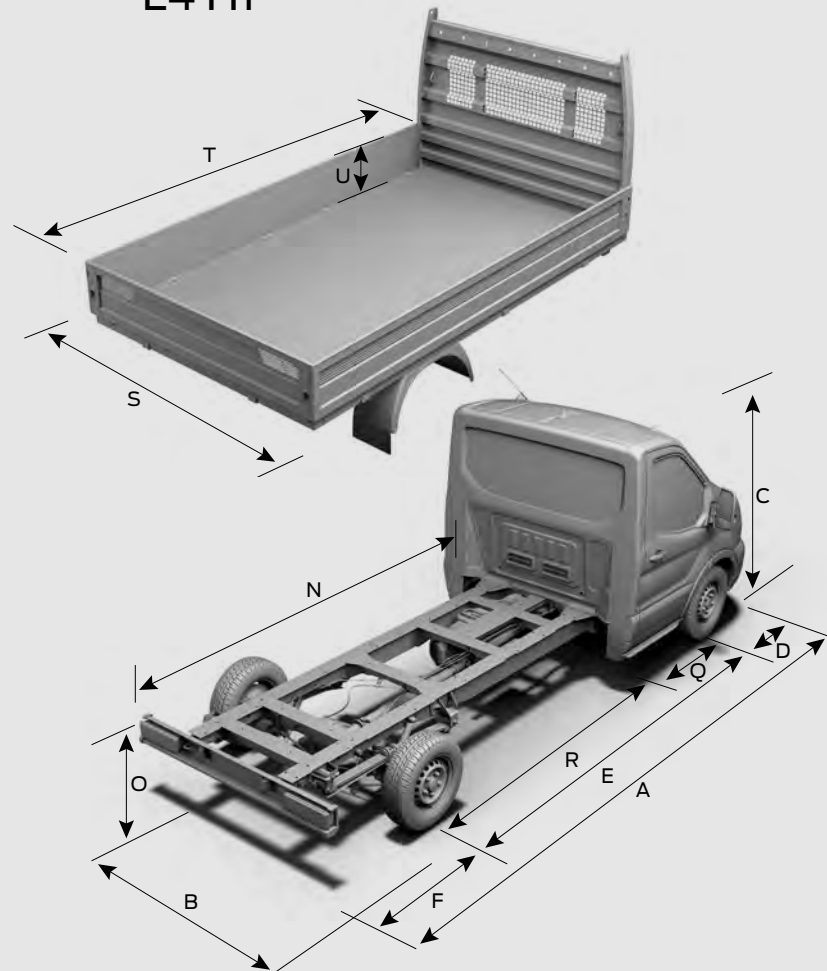
E-TRANSIT SINGLE CHASSIS CAB – 350 GVM*



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.

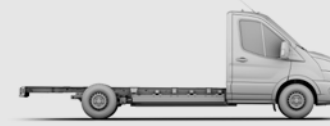
♦Kerb mass is affected by many factors such as bodystyles, engines and options. It is the weight of a standard-specification base vehicle (different series will have different kerb masses), including fluids and fuel tank 90% full, but without the driver (75 kg), crew or cargo. Payload within this guide 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.

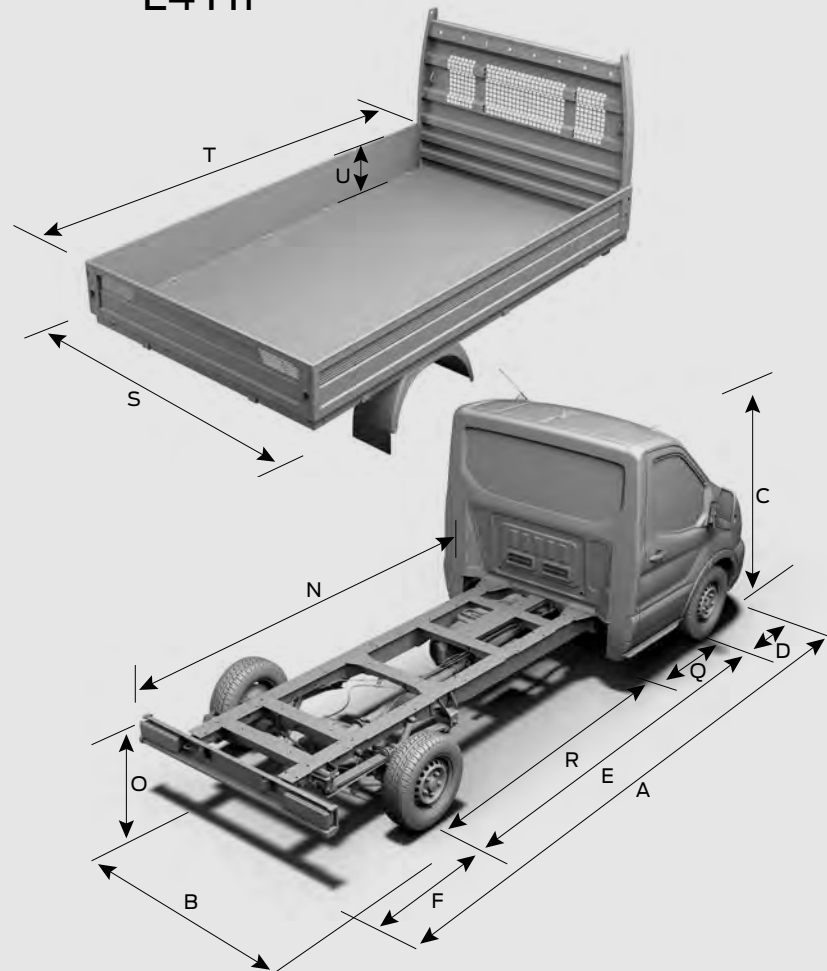
E-TRANSIT SINGLE CHASSIS CAB – 390 GVM*



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.

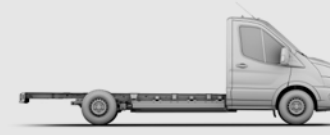
♦Kerb mass is affected by many factors such as bodystyles, engines and options. It is the weight of a standard-specification base vehicle (different series will have different kerb masses), including fluids and fuel tank 90% full, but without the driver (75 kg), crew or cargo. Payload within this guide 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.

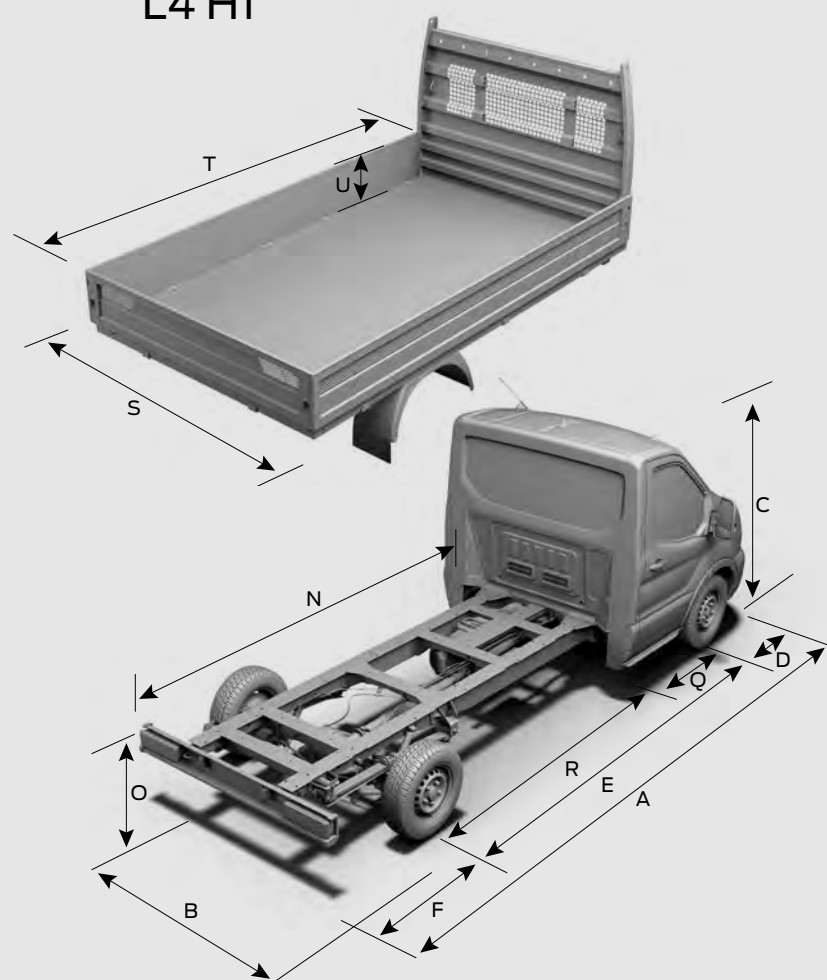
E-TRANSIT SINGLE CHASSIS CAB – 425 GVM*



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).