

Ford

RANGER THUNDER



Weights and loads

	Max Payload Gross ^o	Front Axle Plated Mass	Rear Axle Plated Mass	Gross Vehicle Mass (kg)	Kerbweight (kg) [*]	Axle Ratio	Max. Trailer Weight		Max. GVM (kg)
							Unbraked	Braked	
Double Cab									
2.0L Ford EcoBlue 213 PS (157 kW) 10-speed automatic	1024*	1480	1850	3270	2246	3.55	750	3500	6000

^o**Payload Gross** = Gross vehicle mass, less kerbweight. **GVM** = Gross vehicle mass. The total permissible all-up weight of a rigid vehicle – i.e. with body, payload, ancillaries, fuel, oil, water, driver and crew. ***Kerbweight** = The weight of the complete vehicle and all equipment including fuel and water, but without the payload, driver or any crew. The kerb mass quoted in this brochure is subject to manufacturing tolerances and is for a Base model with minimum equipment. Any additional options specified on the vehicle will reduce the payload accordingly. **Note:** All data in the this table is dependent on the actual specification of the vehicle and the market in which that vehicle is available. For customers intending to load the vehicle close to the maximum payload, we suggest you also add a margin of error of 5% of Kerb Mass to the Kerb Mass figure before calculation, to reduce risk of overloading. Contact your local Ford Dealer for more information. *Note : To allow canopy to be fit, the Sport bar and rails are removed, effectively raising Max Gross Payload to 1045kg and allowing canopy fitment.

Fuel, performance and emissions

From 1 September 2017, certain new vehicles will be type-approved using Worldwide Harmonised Light Vehicle Test Procedure (WLTP) according to (EU) 2017/1151, as last amended, which is a new, more realistic test procedure for measuring fuel consumption and CO₂ emissions. From 1 September 2018 the WLTP will fully replace the New European Drive Cycle (NEDC), which is the current test procedure. During NEDC phase-out, WLTP fuel consumption and CO₂ emissions are being correlated back to NEDC. There will be some variance to the previous fuel economy and emissions as some elements of the tests have altered, i.e. same car might have different reported fuel consumption and CO₂ emissions.

To learn more about the changes, please visit www.ford.co.uk/owner/resources-and-support/fuel-economy

	Emission Standard	Maximum Power PS (kW)	Torque Nm	CO ₂ emissions NEDC – Energy Min-Max (g/km) ⁹⁰	Fuel type	Transmission	Drive	Fuel consumption mpg (L/100 km) ⁹⁰ NEDC – Energy Min-Max ⁹⁰	Performance ⁹⁰ Max. speed mph (km/h) 0-62 mph (secs)
Double Cab									
2.0L Ford EcoBlue automatic (3.55 FDR)									
	EU6.2	213 (157)	500	201-204	Diesel	10-speed automatic	4x4	36.2 (7.8) - (36.7) 7.7	112 (180) 9.0

Note for all Ford EcoBlue engines: Values shown illustrate vehicles fitted with Auto Start-Stop. Auto Start-Stop system reduces CO₂ emissions and fuel consumption by 6 g/km and between 0.2-0.3 L/100km respectively.

⁹⁰Ford test figures. ⁹⁰The declared fuel/energy consumptions and CO₂-emissions for Stage 6c (N1) and Stage 6d-TEMP (M1) engines are measured according to the technical requirements and specifications of European Regulations (EC) 715/2007, (EC) 692/2008 and (EU) 2017/1151, as last amended. Fuel consumption and CO₂-emissions may be specified for a vehicle variant and not for a single vehicle. The applied standard test procedure enables a 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 are very important in determining a vehicle's fuel/energy consumption and CO₂-emissions. A guide on fuel economy and CO₂-emissions which contain data for all new passenger carrying vehicle models is available at any point of sale free of charge or can be downloaded under <http://carfueldata.dft.gov.uk>

Illustrations, descriptions and specifications. This catalogue was correct at the time of going to print. 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. **Note.** 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.

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Ford and BP – working together to reduce fuel consumption and emissions.



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