

CHASSIS CABS
FORD TRANSIT



Go Further



Visionary. Ingenious. Remarkable.
Every vehicle bears his signature.

Henry Ford



Transit Chassis Cab 470 L3 in Race Red solid body colour.
Production models may vary from image shown.



Making light work of heavy jobs.

With five frame lengths, including the new L5 with an extended wheelbase, a range of GVMs from 3,100 kg to 4,700 kg, a choice of front, rear- or all-wheel drive, and single or new double cab styles, the new Ford Transit Chassis Cab is a truck you can rely on when there's serious work to be done.

Towing ability

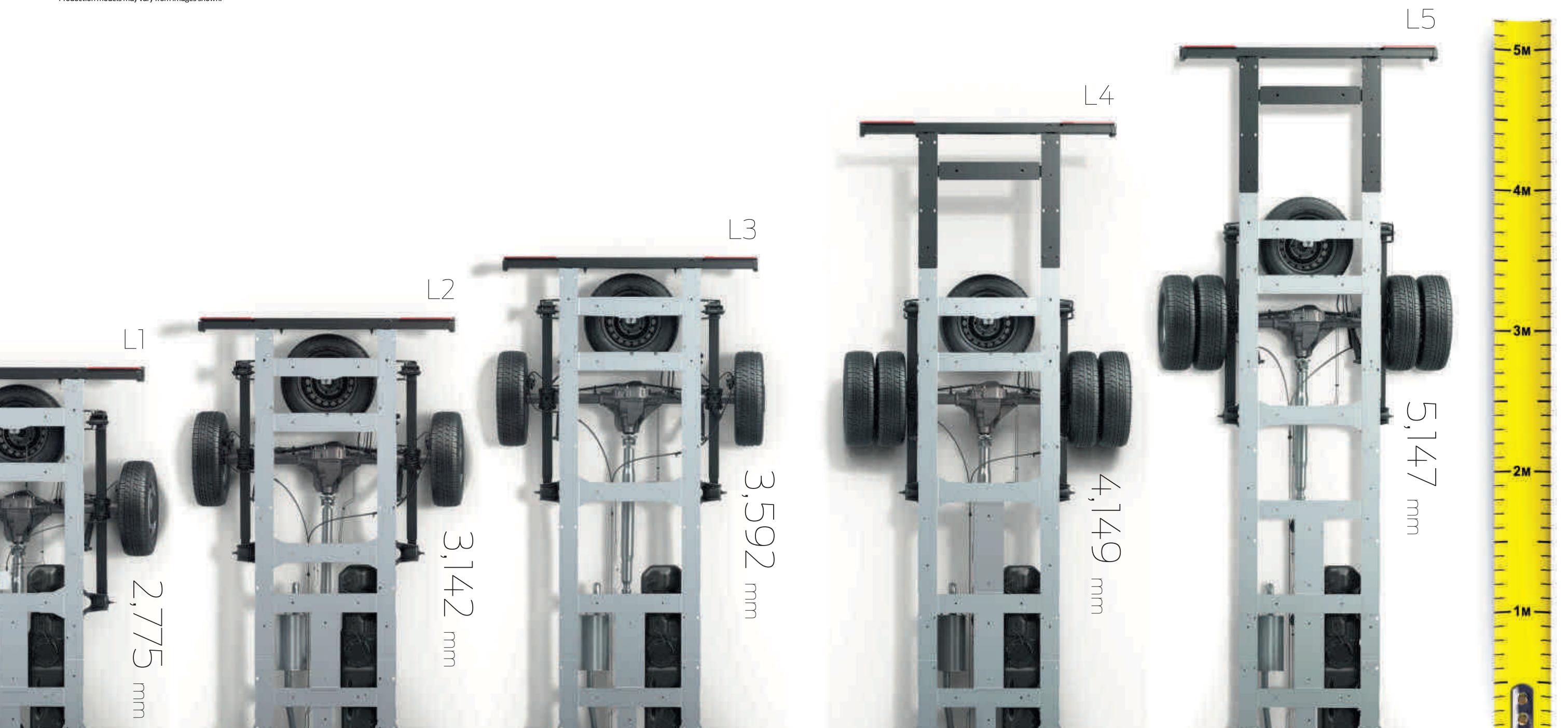
Transit Chassis Cab delivers outstanding payload and towing capability. The 350HD and 470 versions with high-rated suspension, 155PS engine and 7,000 kg gross train mass (GTM) can pull up to a maximum 3.5 tonnes of braked trailer load, when properly equipped. (Commercial users may need a digital tachograph. Option)



Tough choices.

Transit Chassis Cab combines the strength of a heavy truck with the agility of a light vehicle. Each hard-working derivative, from the L1 (short wheelbase) to the new L5 (extra-long wheelbase), has a robust ladder-frame chassis that provides a flat, strong base on which to build. While a choice of driveline configurations, cab styles and single or dual rear wheel axles adds to its flexibility. From a box van, dropside or tipper, to a refrigerated body, mobile workshop, emergency services vehicle or camper, rest assured Ford offers a Transit Chassis Cab that's fit for the job.

Frame lengths shown are for Chassis Cab models. For Chassis Double Cab dimensions, please see page 28.
Production models may vary from images shown.





Ready for work

Whichever industry you work in, Transit Chassis Cab is ready with a refined and rugged platform that's compatible with a wide range of bodies. Vehicles can be supplied with a choice of useful features, including an easily accessible load bed featuring a heavy-duty steel headboard. (Features vary according to model. Production models may vary from image shown.)

Maximum versatility.

Transit Chassis Cab is designed and built for hard work. Its robust and rigid chassis provides an excellent foundation for fitting specialist bodies. For the convenience of operators who want a quick and simple solution, our factory-built Transit 'One-Stop' bodied chassis cab range is supplied fully-equipped and ready to go. All factory-built 'One-Stop' models are manufactured to our exacting standards and comply with the latest European Community Whole Vehicle Type Approval (WVTA) legislation.

Chassis features

- Flat, strong ladder-frame enables a wide range of body conversions to be fitted
- Four Gross Vehicle Mass (GVM) variants, from 3,100 kg to 4,700 kg
- 350HD (Heavy Duty) version available for operators requiring greater trailer plate loading flexibility from a 3,500 kg GVM vehicle
- Wheelbase and overhang dimensions suitable for industry-standard or non-standard body sizes
- Standard-width door mirrors accommodate body sizes up to 2,170 mm. Wide-body mirrors are available for bodies up to the legal maximum of 2,438 mm. (Option)
- Robust inverted closed 'top hat' section pressed high tensile steel frame (double 'top hat' for 350HD and 470 models)
- Integral body mounting points and bolt-on rear frame overhangs, where required
- Bolted closing member allows chassis length to be customised without welding
- Higher centre of gravity suspension as standard, to cope with large bodywork
- Electrical connections for additional exterior lighting, where required
- Side exit exhaust





Room for the largest crew.

Transit Chassis Double Cab is a great solution for moving both crew and load at the same time. Wide-opening doors provide easy access to the spacious, well thought-out interior. While the dual front passenger seat and standard rear quad seat together offer comfortable accommodation for up to seven occupants, including plenty of underseat stowage possibilities.

Model shown is a Transit Chassis Double Cab.
Production models may vary from images shown.

Underseat stowage

Passenger seats feature lift-up base cushions and underseat stowage compartments, enabling tools and equipment to be carried out of sight.



Your office on the move.

Light, bright and easy to drive, Transit Chassis Cab sets new standards for vehicles in its class. With exceptional levels of finish and refinement, smart driver-oriented technology, plus a range of practical and thoughtful features – like switches and controls that can be easily operated on the move, even by gloved hands – it's the best equipped office on the road.



Model shown is a Transit Chassis Double Cab with Low Visibility Pack, manual air conditioning, passenger's airbag*, cruise control, Lane Keeping Alert and radio/CD navigation system (all options).

Production models may vary from images shown.

*Note: A rear-facing child seat should never be placed in the front passenger seat when the Ford vehicle is equipped with an operational front passenger's airbag.

Speak and Transit listens.

Ford SYNC lets you play music and make and receive hands-free calls – all with simple voice commands. With SYNC AppLink you can even control apps* on your smartphone using voice commands. The Ford Emergency Assistance* feature is designed to assist occupants to place an emergency call and provide the emergency services with vehicle location information in their own language. (Option)



*Compatible mobile phone required. You can browse a list of AppLink-compatible apps from your regional Ford website, or via the Ford App Catalogue available in iOS and Android stores. SYNC AppLink and Emergency Assistance are not supported by all European languages.



SYNC





Optimise your drive.

Transit's latest 2.2 Duratorq TDCi diesel engine is offered with a choice of three power and torque ratings, each driving through a 6-speed manual transmission. All engines comply with strict EU Stage 5 LDTIII emission standards (155 PS versions can be specified with Stage VI HDT). Selected engines are available with front-, rear- or all-wheel drive.



Front-wheel drive

- Engine availability: 100 PS/310 Nm or 125 PS/350 Nm;
- Lower rear frame height provides greater flexibility for conversions
- Lower kerbweight for greater payload and fuel efficiency

Rear-wheel drive

- Engine availability: 100 PS/310 Nm; 125 PS/350 Nm; or 155 PS/385 Nm
- Superior traction when heavily laden
- Best suited for heavier duty applications and towing

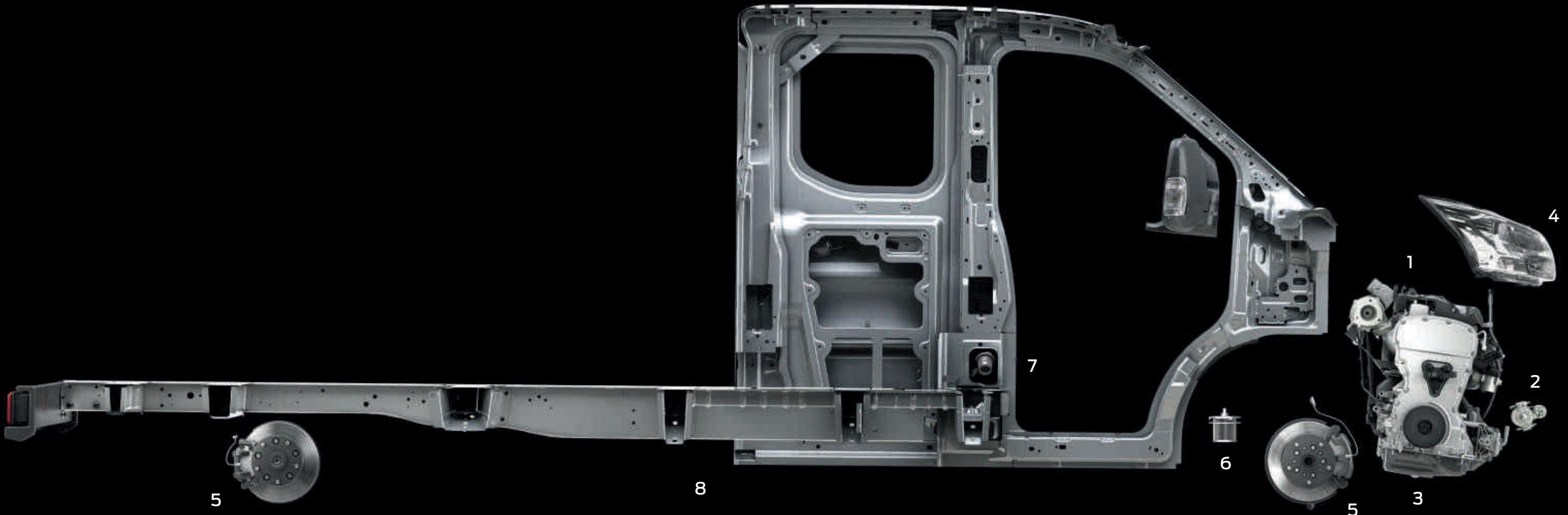
All-wheel drive

- Engine availability: 125 PS/350 Nm.
- Driver-selectable AWD provides extra traction in difficult driving conditions
- Under normal conditions drive is directed to the rear wheels. When engaged, the system automatically increases engine torque to the wheel(s) with the most grip

Tested to extremes

From frost-covered prototypes started up in -40°C at 4,500-metre altitudes, to sun-baked vehicles towing fully-laden trailers up long inclines in 50°C heat, new Transit Chassis Cab has been pushed to extremes.





The sum of all parts adds up to less cost.

Quality and durability are built into Transit Chassis Cab at every step. After many years of service it will feel as good, and be as rewarding to drive, as the day you picked it up.

1. Extended service intervals of up to 30,000 miles (or two years) further reduce your running costs. (Standard)

2. Auto-Start-Stop automatically switches off the engine when you come to a halt and put the vehicle in neutral. Restarts smoothly when you want to move off, reducing fuel consumption and exhaust emissions. (Option)

3. Engine oil monitor warning light will illuminate if the condition of the engine oil deteriorates between services. (Standard)

4. High-level light units are mounted above the bumper line, to help keep them out of harm's way and protect them from low speed accident damage. (Standard)

5. Brake pad wear sensors warn when the pads are due for renewal. (Standard)

6. Fuel filter sensor warns of water ingress or a blockage of the fuel system. (Standard)

7. Ford Easy-Fuel capless refuelling system – a unique safeguard ensures that nobody can accidentally fill up with the wrong fuel. Plus, no dirty fuel caps to touch. (Standard)

8. 12-year performance warranty provides reassurance against perforation of the bodywork from the inside of the panel. (Standard)

Keep your business on track.

Transit Chassis Cab is fitted with our innovative new Curve Control technology. The feature – part of Transit's standard Electronic Stability Control system – senses when a driver takes a curve too quickly and can rapidly reduce engine torque, and apply brakes to individual wheels, to help keep the vehicle safely under control.

Further ESC features include

- Curve Control
- Traction Control System
- Hill Start Assist
- Trailer Sway Control - Compatible with Ford factory fit towbar.
- Load Adaptive Control (LAC)
- Emergency Brake Assist (EBA)
- Emergency Brake Warning
- Roll Stability Control (RSC)
- Torque Vectoring Control

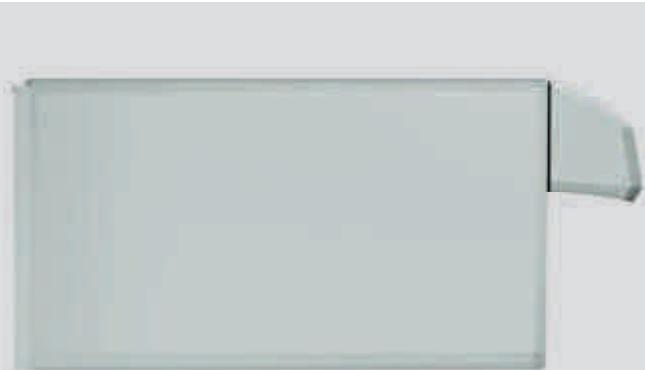




Transit Chassis Cab. A solid base for conversion.

Throughout the entire Transit Chassis Cab development process we have worked closely with the bodybuilding industry to ensure that most standard body types, and bespoke solutions, can be fitted easily and efficiently, with little or no modification. With low frame rails, integral body mounting points and robust high tensile steel frame construction, Transit Chassis Cab provides a strong and reliable base for conversion.

Body conversions shown are for illustrative purposes only.
Production models may vary from images shown.



Transit Chassis Cab/ Chassis Double Cab



Exterior features

- Daytime running lights
- Roof marker lights
- Side marker lights (L4, L5 and those fitted with wide drop-side floats)
- Door mirrors with large blind spot eliminator
- Door mirrors integrated side indicators
- Half cap wheel covers (front wheels only for dual rear wheel models)
- Headlight courtesy delay
- Wide bodyside mouldings
- Wide-opening 2nd row rear doors (with fixed windows) (Chassis Double Cab)

Option Pack

- Low Visibility Pack (contents include heated windscreen, washer fluid sensor and electrically-operated and heated door mirrors)

For further option availability, please refer to the specification section.

Interior features

- Trip computer
- My Connection radio with AUX, Bluetooth®, USB/iPod® connectivity and remote controls
- Driver's 4-way seat adjust
- Rake- and reach-adjustable steering column
- Dual passenger's seat with underseat stowage compartment
- Electrically-operated front windows
- Remote central locking
- Economy – Gearshift Indicator light
- Courtesy lights with theatre dimming
- Easy-clean rubber floor covering in cab
- Quad rear passenger seat with lift-up seat stowage (Chassis Double Cab)
- Overhead Storage
- 2 x 12v power points

Chassis Cab - L1

Single rear wheel

RWD

Chassis frame length 2,775 mm

3,100
kg GVM
2/3 seats**Chassis Cab - L2**

Single rear wheel/Dual rear wheel

FWD/RWD (AWD available on 350 series)

Chassis frame length 3,142 mm

3,500 - 4,700
kg GVM
2/3 seats**Chassis Cab - L3**

Single rear wheel/Dual rear wheel

RWD (AWD available on 350 series)

Chassis frame length 3,592 mm

3,500-4,700
kg GVM
2/3 seats**Chassis Double Cab - L3**

Dual rear wheel

RWD

Chassis frame length 2,777 mm

3,500-4,700
kg GVM
6/7 seats**Chassis Cab - L4**

Single rear wheel/Dual rear wheel

RWD (FWD available on 350 series)

Chassis frame length 4,149 mm

3,500-4,700
kg GVM
2/3 seats**Chassis Double Cab - L4**

Dual rear wheel

RWD

Chassis frame length 3,159 mm

3,500-4,700
kg GVM
6/7 seats**Chassis Cab - L5**

Single rear wheel/Dual rear wheel

RWD

Chassis frame length 5,147 mm

3,500-4,700
kg GVM
2/3 seats**Chassis Double Cab - L5**

Dual rear wheel

RWD

Chassis frame length 4,149 mm

3,500-4,700
kg GVM
6/7 seats

Ford Transit One-Stop

Ford Transit is renowned for its versatility and flexibility. Transit is the ideal platform for a wide range of specialist applications and bespoke conversions. What's more, for the convenience of those operators who want a quick and simple, work-ready solution, Ford offers the Transit 'One-Stop' range of bodied Chassis Cabs.

One-Stop 1-way Tipper

Strong, rugged and purposeful, the Ford Transit Tipper represents superb functionality, with quality of design and manufacture. It is seen as a versatile, reliable partner by a wide range of industries where safety and productivity are paramount.

Chassis Cab L2 shown

Dual rear wheel standard

Chassis frame length 3142 mm

**3,500- 4,700
kg GVM**



Range available:

- Single Chassis Cab 1-way Tipper (L2)
 - Double Chassis Cab 1-way Tipper (L3)

Tippers are expected to operate in adverse conditions and are subject to a wide range of payloads. Transit's dual rear wheel, rear wheel drive configuration provides excellent traction and loading latitude often required on and off site.

Available in two cab formats: Single Cab; and the flexible Double Cab with crew seating and glazed crew doors as standard. Alternatively, an optional quad crew seat with underseat stowage, or no crew seating with unglazed rear doors can be specified to form the basis of a Utility Cab conversion, providing a secure load space behind the driver in the crew compartment.

The Tipper controls are located in a 'Control Station' adjacent to the driver's seat, with a joystick operating the raise/lower functions. The hydraulic system includes a fully-automatic sequential hydraulic body hold-down, ensuring the body is securely located in the lowered position.

Optional bodywork equipment is available from the bodywork supplier via your Ford Transit Specialist Dealer*. Typical options include polytarp, toolboxes, amber beacons, chevrons, ply or polypropylene load liners, rear light guards, and tow bars. Together, they enable the vehicle to be tailored to meet the specific demands of the operator, saving you both time and money.

ECWVTA 2007/46/EC Approved

SS2562/63/6 Swedish Test-Cab Protector.

Features include:

- 1-way rear tipping capability
 - Top- and bottom-hinged tailboard
 - Powder-coated, hot-dipped galvanised steel construction
 - Tough roll form to rear floor edge
 - Body colour dual-skin aluminium side and tailboards
 - Pull-up load-lashing points in load bed
 - Sheeting hooks to underside of load bed, front headboard and rear
 - Heavy-duty 150A alternator
 - Twin battery electrical system
 - 5-stage chrome-plated underfloor ram
 - 2 kW electro-hydraulic power pack
 - 45-degree tip angle
 - TÜV 2006/42/EC, 2009/19 EC conformity approved
 - Machinery Directive - TÜV 2006/42/EC, 2009/19/EC conformity approved
 - 3-year 100 000 mile warranty

Production models may vary from those shown.



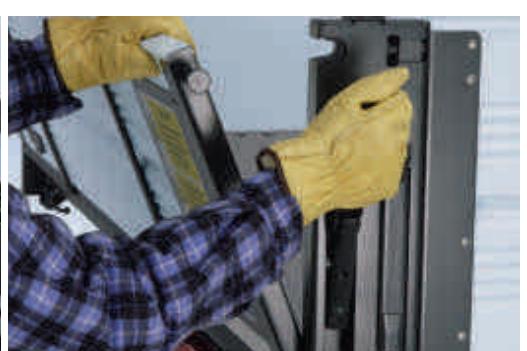
Dual-mode hinged tailboard

Standard dual-mode top- and bottom-hinged tailboard. Top-hinged or 'Tip-thru' operation controlled by side-mounted remote lever.



Bottom-hinged tailboard

'Tip-over' tailboard configuration controlled by latches mounted in the rear pillars, suitable for most applications, especially large bulk loads.



Side pillar-mounted latches

Steel latches for sideboards and tailboard. Handle folds out of the way when unlatched and is removable for repair or replacement.



Tipper controls

Tipper 'Control Station' located adjacent to the driver's seat, houses all the Tipper controls.

One-Stop 3-way Tipper

The Ford Transit 3-way Tipper is engineered to the same high standards as the 1-way Tipper, with the added benefits of tipping to both sides of the vehicle, as well as to the rear.



Chassis Cab L2 shown

Dual rear wheel standard
Chassis frame length 3,142 mm

**3,500-4,700
kg GVM**



Range available:

- Chassis Single Cab 3-way Tipper (L2)
- Chassis Double Cab 3-way Tipper (L3)

The 3-way Tipper represents the ultimate in site vehicle versatility, and is especially useful on sites with restricted access. In addition to the standard dual mode top and bottom hinged tailboard, the sideboards can be retained by chains to dispense the load away from the vehicle, or dropped fully to allow easy material loading and off-loading.

Robustness and durability are qualities that every Tipper operator is looking for. Any items that are likely to get damaged or worn are designed to be replaced and maintained easily, helping to reduce downtime and maintenance costs.

Features include:

- 45-degree tip angle – rear, nearside, offside
- Chrome-plated 5-stage underfloor ram with built-in shock absorber
- Tough roll-form edge to load deck sides and rear
- Plug-in wander lead pendant control handset
- Heavy-duty 150A alternator
- Twin battery electrical system
- Top- and bottom-hinged tailboard
- Sideboard 90-degree retaining chains
- 3 year 100,000 mile warranty
- TÜV certification for safety and production conformity
- Machinery Directive – TÜV 2006/42/EC 2009/19/EC conformity approved.

Production models may vary from those shown.



Remote wander lead handset

Plugs into socket below driver's seat giving the operator control when side tipping.



Load anchors

8 pull-up load anchorage rings, flush-mounted in load deck.



Integral body prop

Essential for routine maintenance and inspection.



5-stage chromium-plated ram

Mounted in a steel gimbal with electrical limit switches controlling angle of tip.



Configuration bar

Ensures correct fitment of pivot index pins to enable side or rear tip pivot configurations.



Sheeting hooks

Mounted to all four sides of the body to facilitate secure sheeting of loads.



Pivot pins

Control the tip configuration by locking or releasing ball-and-socket body pivots.



Dual-mode hinged tailboard

Top-hinged or 'Tip-thru' operation controlled by side-mounted remote lever, bottom-hinged controlled by pillar-mounted latches.



Top-hinged tailboard

'Tip-thru' tailboard ideal for 'fluid' loads, such as sand, gravel and top-soil.

One-Stop Dropside

The Ford Transit Dropside is a stylish, easy-to-drive vehicle for operators seeking a cost-effective, yet professional image for their business. With payloads ranging up to 2,320 kg, and body lengths from 2.93 metres to 5.30 metres, there is a model to suit most operating needs.

Chassis Cab L4 shown
Single rear wheel/Dual rear wheel
FWD/RWD
Chassis frame length 4149 mm

**3,100-4,700
kg GVM**



Range available:

- Dropside (L1)
- Dropside (L2)
- Dropside (L3)
- Dropside (L4)
- Dropside (L5)

Load bed access is a key requirement for Dropside users, therefore four steps are provided enabling access with the sideboards raised or lowered. In addition, two profiled grab handles ensure safe access for the operator.

A generous number of load anchor points are available on the platform and headboard, ensuring the payload can always be safely retained.

To complement the Dropside, a range of accessories is available to ensure more specific requirements are met.

Tail-lifts, loader cranes, toolboxes, beacons and bespoke paint schemes can be specified to meet the demands of an increasing variety of operating tasks.

Features include:

- Replaceable resin-bonded 15 mm ply load deck
- Substantial all-steel powder-coated headboard
- Flush-mounted load-lashing rings to raves, plus roping eyes to underside of raves
- Double-skinned body colour aluminium sideboards and tailboards with integral bump rubber
- Robust, lightweight aluminium and steel subframe
- 3 year 100,000 mile warranty
- ECWVTA 2007/46/EC Approved

Production models may vary from those shown.



Step and grab handle

Left- and right-hand stirrup step and step grab handle ease of entry into load area.

Fold-out steps

Allow access with sideboards lowered.

Sideboard retention

Easy-to-operate over-centre cam latches provide secure sideboard retention.



Strong tubular steel headboard

Provides protection to the cab and facilitates ladder carriage, when required.

Load anchors

Pull-up load retention rings sit flush with the load platform when not in use.

Sheeting hooks

Underfloor-mounted hooks for securing load sheets.

One-Stop CurtainSlider



Chassis Cab 4.0 m/13ft 1in 350 L4
(Optional equipment shown)

Dual rear wheel/RWD

Chassis frame length 4149 mm

The Transit CurtainSlider represents the latest in bodywork design, giving unparalleled load access with innovative and practical features to ease everyday operating tasks. Sliding, semi-rigid curtains provide a neat, attractive solution for pallet loads used in for example, the distribution industries, where productivity and load turnaround are critical.

A range of useful optional equipment is available at extra cost to provide greater ease of use and protection, including a bespoke curtain colourway and screen printing service.

Available as a 4.0 m internal body length and offering a choice of 125 PS or 155 PS Duratorq TDCi diesel engines, the Ford Transit CurtainSlider provides one of the finest distribution vehicles available.

Features include:

- 18 mm resin-bonded ply floor
- Translucent GRP roof
- Integral box section aluminium curtain stiffeners
- Roller bearing top runners
- Locking curtains and rear doors
- 270-degree rear doors with retainers
- Powder coat aluminium rear door panels (available in Frozen White only)
- Mid-blue curtains fitted as standard (other curtain colours available)
- 3 year 100,000 mile warranty
- ECWVTA 2007/46/EC Approved

Production models may vary from those shown.



Bump strip

Optional bump strip helps reduce damage from fork trucks.



Curtain retainers

Curtain retainers built into curtain lower runner.



Lockable rear door handle

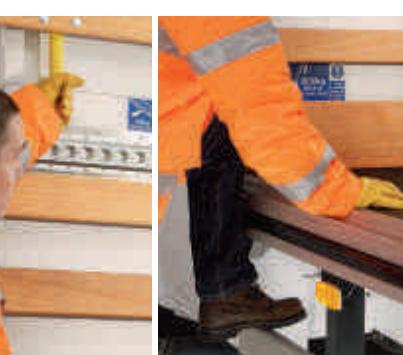
Lockable rear door handle with top and bottom latches.

*Ground to load area – Rear



Telescopic rear door retainers

Hold doors safely in the 270-degree position. Brolly handle retainers rotate and stow under the load deck when not in use.



Grab handle and step

Standard nearside bulkhead mounted grab handle with optional side underrun guard step, tubular stirrup step fitted as standard.



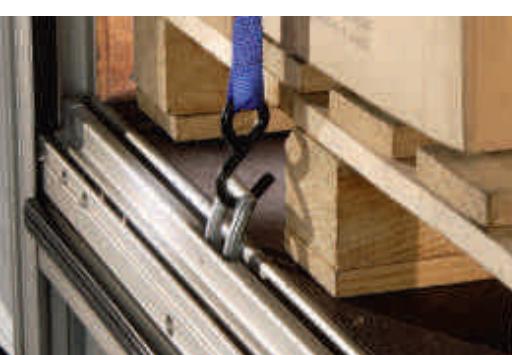
Interior worklight

50W halogen worklight mounted on a ball and socket joint can be repositioned to suit lighting requirements.



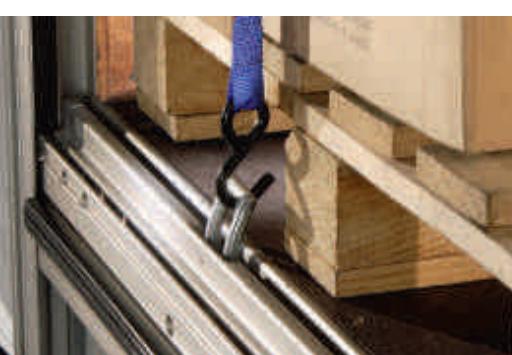
Grab handles

Optional flush-fitting grab handles.



Load-loc rail

Optional bulkhead load-loc rail and additional laths, 6 fitted as standard.



Load anchors

Flush-fitting pull-up load anchorage points, 4 per side, mounted discreetly into the curtain lower runner section.

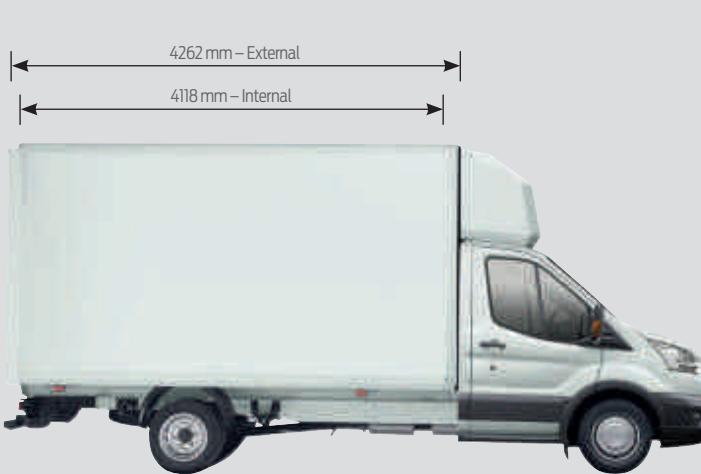
One-Stop Luton and Box Van



Chassis Cab L4 Shown

Dual rear wheel
RWD

Chassis frame length 4,149 mm



Chassis Cab L4 4.0 m/13ft 1in



Built to take everyday knocks, the ply/GRP panelled Box Van is robust enough to cope with the harsh use meted out in multi-drop distribution, while still being capable of carrying a competitive payload.

The steel rear door frame is designed for optional tail-lift installation at the time of build. A flat load floor with a generous rear aperture ensures the loadspace can be used to its maximum potential.

An innovative load restraint system utilises telescopic load poles that can be positioned anywhere along the length of the body at four heights. In addition to the traditional ratchet straps, the system offers maximum load restraint flexibility and safety.

A range of optional bodywork equipment provides true flexibility, allowing you to tailor the body to match your specific requirements. A lightweight pillar tail-lift provides convenient access for heavier loads.

With a choice of L3 and L4 wheelbase, single and dual rear wheel configurations and 125 PS or 155 PS Duratorq TDCi diesel engines, a comfortable cab and a host of convenient features, including an easy open rear shutter and translucent plastic roof, the Ford Transit Box and Luton Van makes perfect sense all-round.

Features include:

- 3735 - 4118 mm internal body lengths
- 15.5 cu.m and 17.2 cu.m loadspace
- Slam-shut, lockable uPVC slat shutter
- Internal emergency rear door release
- 15 mm phenolic resin-bonded one-piece plywood floor
- Full-width aluminium rear step
- Internal sidewall-mounted load restraint rails
- 3 telescopic load retention poles supplied as standard
- Full-height internal access grab handle
- Overhead storage
- Body finished in Frozen White
- 3 year 100,000 mile warranty
- ECWVTA 2007/46EC Approved

Production models may vary from those shown.



Emergency door over-ride

Emergency internal rear door over-ride, allows rear shutter to be raised if inadvertently locked from the outside.

Grab handle and step

Standard nearside bulkhead mounted grab handle with optional side underrun guard step, tubular stirrup step fitted as standard.

Internal spot light

Rear-mounted halogen spot light with switch, adjustable to allow coverage inside and outside of the load area.



Load retention poles

Multi-position, telescopic load retention poles.



Rear shutter

Wide-slat rear shutter gives maximum internal headroom.



Load anchors

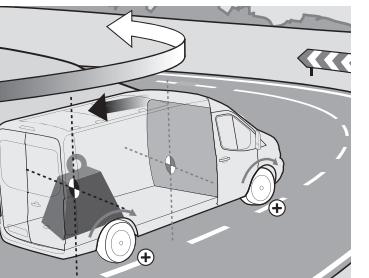
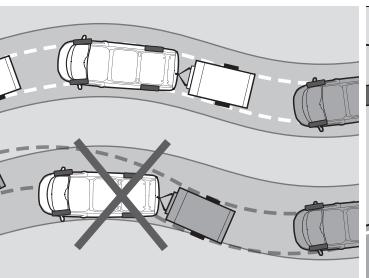
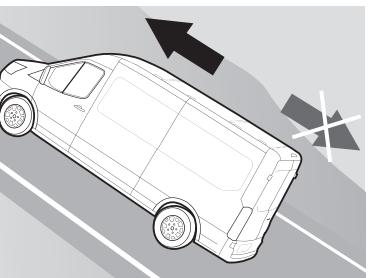
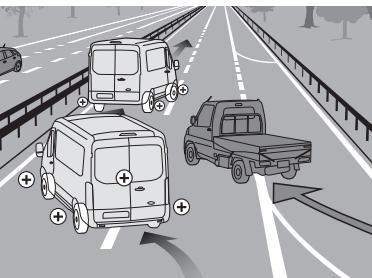
Load anchorage points located in the lower rail.

Electronic Stability Control

New Ford Transit is fitted with Electronic Stability Control (ESC)^① as standard. The advanced system constantly monitors the path the vehicle is following and compares it to the driver's intended course. If ESC senses a significant difference, it automatically reduces engine torque and applies brakes to individual wheels to help stabilise the vehicle and keep it on track.

Curve Control^①

Senses when a driver takes a curve too quickly, and can rapidly reduce engine torque – and apply brakes to individual wheels – to help keep the vehicle under control. (Standard)



Roll Stability Control^①

Designed to identify a potentially dangerous driving situation and activate the ESC^① to maintain stability. (Standard)

Hill Start Assist^②

Designed to temporarily prevent you from rolling down a slope when you move your foot from the brake pedal to the accelerator pedal. It works in forward and reverse gears, so is ideal for towing and pulling heavy loads. (Standard)

Trailer Sway Control^①

When Trailer Sway Control^① recognises that a towed trailer is starting to sway, it reduces engine torque and applies the brakes to lower the speed and help maintain stability. (Standard with Ford factory-fit tow bar)

Load Adaptive Control^①

Designed to adjust the responses of the ESC^① system to compensate when the vehicle is unladen, partially- or fully-laden. (Standard)

Get the most from your new Ford

We want to help you get the most from your new Ford. And to do that, you need to know how much it is designed to safely carry, both in terms of payload and load volume.

Your Ford Commercial Vehicle Dealer can provide professional advice on important specification aspects, and help to find the right van for your budget and business needs.

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 Ford Commercial Vehicle Dealer will be able to tell you what features can add or reduce your vehicle's kerb mass and by how much.

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 to do with your vehicle after you take delivery. Any accessories fitted or aftermarket conversions to the vehicle may adversely affect its payload. Please speak to your Ford Commercial Vehicle Dealer for more information and advice.

The new Ford 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

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, fuel tank 90% full (1 litre of diesel = approximately 0.85 kg), optional and aftermarket equipment, and cargo.

For simplicity, Ford Transit models are designated according to their GVM. For example, a 330 has a GVM of c. 3,300 kg; and a 350 has a GVM of c. 3,500 kg.

Kerb Mass

Kerb mass is the weight of a standard-specification vehicle, including fluids and fuel tank 90% full, but without the driver, crew or cargo. Payload is the difference between the two.

Gross vehicle mass minus kerb mass = payload

So 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.

If payload is critical to your business, or if you plan to carry cargo at, or close to, the vehicle's maximum capacity, your Ford Commercial Vehicle Dealer 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.

^①Uses sensors.

^②Safety feature.

^③Driver assistance feature.

Exterior features

| | Base |
|---|------|
| Design features | |
| Cab – H1 (Low Roof) | ● |
| Fixed rear window | ● |
| Premium aluminium (body colour) dropside float, narrow – Tailboard support straps, and mesh headboard second unit with posts (Single Cab L1 models only) | ○ |
| Premium aluminium (body colour) dropside float, wide – Tailboard support straps, mesh headboard second unit and side and rear marker lights with posts (not available on L1 models) | ○ |
| Door mirrors – Blind spot eliminator and integrated side indicator | ● |
| Door mirrors – Manual adjust, short arm | ● |
| Door mirrors – Manual adjust, long arm | ○ |
| Door mirrors – Electrically-operated and heated | ○ |
| Door mirrors – Power-foldable, electrically-operated and heated | ○ |
| Bodyside mouldings – Wide, self colour | ● |
| Front bumper – Partial body colour | ● |
| Door handles – Self colour | ● |
| Front grille – Studio Grey | ● |
| Mudflaps – Front | ○ |
| Tow bar with Trailer Sway Control with 13-pin electrics (tachograph may be required) | ○ |
| Paint – Metallic | ○ |
| Wheels | |
| Steel – 16"x6½". (Fitted with 215/65 R16C tyres)* (310 and 350 series: 235/65 R16C BSW tyres; 430/470 series: 235/65 R16C 121/119 BSW tyres) | ● |
| Steel – 16"x6", dual rear wheels, hub caps on front wheels. (Fitted with 195/75 R16C tyres)* (standard on RWD 350, 430 and 470 series) | ●/○ |
| Wheel covers – Half caps | ● |
| Wheel covers – Full (Not available with DRW models) | – |
| Spare – Full-size steel with tool kit | ● |
| Tyre inflator kit (instead of spare wheel - not available on DRW) | □ |
| Convenience features | |
| Headlights – Daytime running lights | ● |
| Headlights – Courtesy delay, 30 seconds duration | ● |
| Front fog lights | ○ |
| Roof marker lights | ● |
| Side marker lights (L4 and L5 models only) | ● |
| Side windows – Second row, fixed (Double Chassis Cab only) | ● |
| Wipers – Front, variable/intermittent with electric wash | ● |
| Option pack | |
| Visibility Pack (Low) – Includes heated front screen and washer fluid level lamp (Heated power short arm mirrors are standard. Long arm mirrors can be ordered as an option) | ○ |

● = Standard, ○ = Option, at extra cost □ = Part of an option pack, at extra cost.
*The wheel you choose will be fitted with the tyre size noted, but no choice of tyre brand is available.

Interior features

| | Base |
|--|------|
| Design features | |
| Floor covering – Cab, easy-clean rubber (Chassis Cab only) | ● |
| Floor covering – Extended, easy-clean rubber (Chassis Double Cab only) | ● |
| Headlining – Cab, moulded (Chassis Cab only) | ● |
| Headlining – Extended, moulded (Double Chassis Cab only) | ● |
| Steering wheel – 4-spoke, polyurethane | ● |
| Steering wheel – 4-spoke, leather-trimmed | □ |
| Rear view mirror | ● |
| Interior lighting | |
| Courtesy lights – Header-mounted, front with theatre dimming | ● |
| Interior lighting/battery saver – 30 minutes | ● |
| Audio and communication systems | |
| Audio – Pre-equipment pack, with speakers | ○ |
| Audio – Pre-equipment pack, no speakers | ○ |
| Radio with USB and Bluetooth, AUX connection for external music devices (located in driver's facia top stowage area), USB/iPod® connectivity port and iPod® functionality, remote audio controls, four front speakers (two woofers and two tweeters) (ICE Pack 2) | ● |
| Radio with DAB, AUX connection for external music devices (located in driver's facia top stowage area), Bluetooth® hands-free phone and USB/iPod® connectivity port and iPod® functionality, remote audio controls, four front speakers (two woofers and two tweeters) (ICE Pack 3) | ○ |
| Radio/CD, 3.5" dot matrix display, extended integrated control panel, Ford SYNC – includes Emergency Assistance®, AppLink®, Bluetooth® and Voice Control and audible text messaging, USB and Privacy Mode, AUX connection for external music devices (located in driver's facia top stowage area), USB connectivity port with iPod® functionality, remote audio controls, four front speakers (two woofers and two tweeters) (ICE Pack 4) | ○ |
| Radio/CD with DAB, 3.5" dot matrix display, extended integrated control panel, Ford SYNC – includes Emergency Assistance®, AppLink®, Bluetooth® and Voice Control and audible text messaging, USB and Privacy Mode, AUX connection for external music devices (located in driver's facia top stowage area), USB connectivity port with iPod® functionality, remote audio controls, four front speakers (two woofers and two tweeters) (ICE Pack 5) | ○ |
| Radio/CD with DAB and Navigation, 5" TFT screen, extended integrated control panel, Ford SYNC – includes Emergency Assistance®, AppLink®, Bluetooth® and Voice Control and audible text messaging, USB and Privacy Mode, AUX connection for external music devices (located in driver's facia top stowage area), USB connectivity port with iPod® functionality, remote audio controls, four front speakers (two woofers and two tweeters) (ICE Pack 11) | ○ |
| Instruments and controls | |
| Trip computer (distance to empty, instant and average fuel consumption, average speed, outside temperature) | ● |
| Water in fuel filter with sensor | ● |
| Battery – Twin Improved Flooded (IF), Cold start (-29°C) | ● |
| Alternator – Standard duty (150 Amp) | ● |
| Alternator – Heavy duty (220 Amp) | ○ |
| Auxiliary Connection Point – 3 X 12V, 60A connections located under driver seat pedestal | ● |
| Tachograph – Digital, electronic, 24-hour | ○ |
| Cruise control (includes leather-trimmed steering wheel and Adjustable Speed Limiter, only available with SYNC) | ○ |
| Shift indicator light | ● |

● = Standard, ○ = Option, at extra cost, □ = Part of an option pack, at extra cost

*Ford Emergency Assistance operates in over 30 European countries. This feature works when paired with a compatible connected mobile phone that is with you when an airbag is deployed (excludes knee airbags, if equipped) or the fuel pump shut off switch is activated. See your local Ford website for latest information.
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Engineered for maximum traction

Braking system and all-wheel drive

Whatever the working environment, Transit makes driver and passenger protection its top priority. Standard safety features include ABS with Emergency Brake Assist (EBA) to help reduce emergency stopping distances. Larger brake pads and discs last longer and are more resistant to brake fade, while wear sensors indicate when pads are due for replacement. For more challenging conditions, Transit is available with all-wheel drive (AWD)*. This latest system automatically directs more drive to the front axle for optimum traction, and can also operate pre-emptively to help avoid wheel slip by monitoring the driver's actions.

*All-wheel drive is available on L2 AND L3 350 series.



Interior features

| | Base |
|---|------|
| Seats | |
| Driver's seat – 8-way (fore/aft; recline; height; and tilt) with armrest | ● |
| Driver's seat – 10-way heated (fore/aft; recline; height; tilt; and lumbar) with armrest | ○ |
| Front passenger's seat – Single, 4-way (fore/aft; and recline) | ○ |
| Front passenger's seat – Single, 4-way heated (fore/aft; and recline) | ○ |
| Front passenger's seat – Dual, fixed back with lift-up seat cushion for stowage, fold out table | ● |
| Front passenger's seat – Dual, heated, fixed back with lift-up seat cushion for stowage, fold out table | ○ |
| Rear seats – Second row; quad seats (2+2) (Chassis Double Cab only) | ● |
| Comfort and convenience | |
| Air conditioning – Front, filter-air pollen purifier | ○ |
| Heater – Recirculation | ● |
| Bottle holder – Twin, 2-litre bottle capacity, facia-mounted | ● |
| Glovebox – With lid and A4 file storage capability | ● |
| Power point socket – 2 x 12 V (located on instrument panel and in stowage bin) | ● |
| Power point – 150 Watt (230 volt) power converter | ○ |
| Smokers' Pack – Cigar lighter and ash cups | ○ |
| Storage – Front door map pockets | ● |
| Storage – Driver's side, storage compartment on facia top with lift up lid | ● |
| Storage – Underseat stowage compartment (under dual passenger seat) | ● |
| Windows – Electrically-operated front with one-touch lowering on driver's side | ● |
| Lane Keeping Alert (includes Driver Alert, high series instrument cluster, leather-trimmed steering wheel, autowipers, trip computer and heated windscreen) | ○ |

● = Standard, ○ = Option, at extra cost, □ = Part of an option pack, at extra cost

Control at your fingertips



Steering wheel-mounted controls

Allow you to operate the audio system and trip computer without taking your hands off the wheel.
(Standard with Ford audio systems)



Lidded storage compartment with power point and USB port

Cleverly concealed storage compartment, located above the instrument cluster, features a 12-volt power supply (standard), plus AUX input and USB port. (Standard with Ford audio systems only)



Bluetooth® Audio Streaming

Stream your music collection from your compatible MP3 player or mobile phone to the vehicle's audio system.

Navigation

3D map stored on SD card shows points of interest on a 5" colour screen. Also includes traffic announcements. (Option)

Audible SMS

Have your incoming text messages read to you from your connected phone, including commonly-used abbreviations and emoticons, and you can even respond with a choice of 15 preset text messages. Compatible mobile phone required.

Emergency Assistance*

Designed to assist occupants in contacting emergency services on your paired Bluetooth®-enabled phone when an airbag is deployed.

Complete connectivity

Ford SYNC with AppLink* lets you operate most popular MP3 players, Bluetooth®-enabled phones, USB drives and even control the apps on your smartphone with remarkably simple voice commands. Plus, the Emergency Assistance* feature is designed to assist occupants to place an emergency call in the event of an accident in over 30 European countries. (Option)



EURO NCAP advanced
2012 Reward for Ford SYNC with Emergency Assistance



*Compatible and connected mobile phone required. You can browse a list of AppLink-compatible apps from your regional Ford website, or via the **App Catalog** available in iOS and Android stores. SYNC AppLink and Emergency Assistance are not supported by all European languages.

Note The Bluetooth® word mark and logos are owned by the Bluetooth SIG, Inc. and any use of such marks by Ford Motor Company Limited and its associated companies is under licence. Other trademarks and trade names are those of their respective owners.

Mechanical features

| | Base |
|--|----------------------------------|
| Engine technology | |
| Auto-Start-Stop system | <input type="radio"/> |
| Ford Eco Mode (driver information system) | <input checked="" type="radio"/> |
| Acceleration Control | <input type="radio"/> |
| Coated Diesel Particulate Filter | <input checked="" type="radio"/> |
| Brakes | |
| Dual-circuit, with self-adjusting servo-assistance and ABS. Front and rear discs | <input checked="" type="radio"/> |
| Fuel tank | |
| Standard – 80 litres | <input checked="" type="radio"/> |
| Long-range – 95/100 litres (FWD/RWD) (not available on Stage 6 HDT engines) | <input type="radio"/> |
| Fuel filler – Ford Easy-Fuel capless refuelling system with misfuel inhibit | <input checked="" type="radio"/> |
| Fuel filler – Standard nozzle | <input type="radio"/> |
| Steering | |
| Power-assisted steering | <input checked="" type="radio"/> |
| Steering column – Rake- and reach-adjustable | <input checked="" type="radio"/> |
| Suspension | |
| Front, independent MacPherson struts, variable rate coil springs, stabiliser bar and gas-pressurised shock absorbers. Rear, leaf springs and gas-pressurised shock absorbers | <input checked="" type="radio"/> |
| Engine governors | |
| Speed Limiter – 56 mph (Legal requirement on N2 vehicles) | <input type="radio"/> |
| Speed Limiter – 62 mph | <input type="radio"/> |
| Speed Limiter – 70 mph | <input type="radio"/> |
| ● = Standard, ○ = Option, at extra cost. | |



A place for everything

Transit's driver-focused cab combines modern good looks with smart stowage solutions. With plenty of space for bottles, phones and papers, it will help make your workday easier and more efficient.

Underseat stowage compartment

The front dual passenger seat cushions flip up to reveal a hidden compartment large enough to hold a toolbox. (Standard) The centre seat also incorporates a fold-down table, large enough to hold an A4 clipboard, tablet or a laptop computer.

230 V power socket

A handy 150 W 230 V power socket, located between the driver's and passenger seats, can be used to charge tools, laptops or other electrical equipment without the need for special adaptors. (Option)



Safety, security and driver assistance features

Safety and driver assistance

| | |
|--|----------------------------------|
| Anti-lock braking system (ABS) – Electronic, 4-wheel ¹⁾ | <input checked="" type="radio"/> |
| Electronic Stability Control (ESC) ¹⁾ | <input checked="" type="radio"/> |
| Curve Control ¹⁾ | <input checked="" type="radio"/> |
| Hill Start Assist (HSA) ²⁾ | <input checked="" type="radio"/> |
| Load Adaptive Control (LAC) ¹⁾ | <input checked="" type="radio"/> |
| Emergency Brake Assist (EBA) ¹⁾ | <input checked="" type="radio"/> |
| Emergency Brake Warning ²⁾ | <input checked="" type="radio"/> |
| Roll Stability Control ¹⁾ | <input checked="" type="radio"/> |
| Trailer Sway Control (TSC) ¹⁾ (activated with Ford trailer tow attachments) | <input type="radio"/> |
| Airbag – Driver's ³⁾ | <input checked="" type="radio"/> |
| Airbag – Front passenger's ³⁾ (includes passenger's airbag deactivation switch) | <input type="radio"/> |
| Airbag – Front side airbags ³⁾ | <input type="radio"/> |
| Airbag – Front side curtain airbags ³⁾ | <input type="radio"/> |
| Seat belts – 3-point diagonal inertia reel (all seats) ³⁾ | <input checked="" type="radio"/> |
| Tyre Pressure Monitoring system ¹⁾ (Not available on Dual Rear Wheel) | <input type="radio"/> |

● = Standard, ○ = Option, at extra cost, ¹⁾Safety feature, ²⁾Driver assistance feature.

*For details of the configurations available please consult your Ford Dealer. **Please note:** Configurable locking must be defined at the time of order, it cannot be ordered as a Dealer-fitted option or accessory.

***Note:** A rear-facing child seat should never be placed in the front passenger seat when the Ford vehicle is equipped with an operational front passenger's airbag.

Safety, security and driver assistance features

| | Base | |
|--|------|--|
| Security | | |
| Alarm – Perimeter | ○ | |
| Alarm – Thatcham Category 1 – Cab interior sensing, inclination sensor and trailer coupling, when fitted (includes remote locking with 2 key fobs) | ○ | |
| First Aid Kit | ○ | |
| Ford Easy-Fuel capless refuelling system with misfuel inhibit | ● | |
| Fuel filler – Standard nozzle | ○ | |
| Immobiliser – Safeguard Passive Anti-Theft System (PATS) (Insurance-approved Category 2 immobiliser) | ● | |
| Locks – Power door deadlocks, shielded with strengthened mountings | ● | |
| Locks – Remote control central locking with one key fob, one plain key | ● | |
| Locks – Remote control central locking with two key fobs | ○ | |
| Locks – Fleet key, plain | ○ | |
| Locks – Configurable unlocking – 2-stage unlocking* | ● | |
| Locks – Configurable unlocking – Independent driver's door unlocking* | ○ | |
| Locks – Auto relocking, doors relock after 45 seconds if no door is opened | ● | |
| Locks – Audio mis-lock feedback, audible signal if a door is ajar when locking activated | ● | |
| Locks – Auto locking on drive-away, doors automatically lock at 5 mph | ● | |
| Locks – Key-operated bonnet release | ● | |
| Vehicle Identification Number – Visible | ● | |

● = Standard, ○ = Option, at extra cost. ¹Safety feature, ²Driver assistance feature.
*For details of the configurations available please consult your Ford Dealer. **Please note:** Configurable locking must be defined at the time of order, it cannot be ordered as a Dealer-fitted option or accessory.

***Note:** A rear-facing child seat should never be placed in the front passenger seat when the Ford vehicle is equipped with an operational front passenger's airbag.

Special Vehicle Options

| | SVO Code |
|--|----------|
| Body | |
| One Way Tipper | A984 |
| Three Way Tipper | A982 |
| CurtainSlider | A981 |
| Luton Van | A985 |
| Box Van | A983 |
| Roof Air Shield Fairing Pack (for fitment to Box Van) | A840 |
| Ormit passenger seat (no pedestal) (available on Single Chassis Cab) | A304 |
| Electrical | |
| Engine RPM speed control, 1300-3000 rpm | A003 |
| 2 high performance deep-cycle AGM batteries (2 x 95Ah capacity, 850 CCA batteries under driver's seat) | A736 |
| Auxiliary fuse panel | A526 |
| Beacon Preparation Pack – Switch and wiring (includes auxiliary fuse panel (A526)) | A606 |
| High specification interface connector (provides a range of hardwired signals and power (includes auxiliary fuse panel (A526)) | A608 |
| Paint | |
| Special Paint, consult Dealer for details (Solid only – No Metallic paint)* | Various |

○ = Option, at extra cost.
*SVO paint suffix must be entered at time of ordering. SVO paint pulls self-colour (black) bumpers, bodyside mouldings, mirror housings and door handles.

1 and 3-way Tippers

| | Tipper | 1-way | 3-way |
|--|--------|-------|-------|
| Chassis | | | |
| Tyres – 195/75 R16C 107/105 (DRW) | ● | ● | ● |
| Suspension – Front: Coil spring MacPherson strut, anti-roll bar | ● | ● | ● |
| Suspension – Rear: Taper leaf + helper, anti-roll bar | ● | ● | ● |
| Seating (Single Cab) – Driver's seat and dual passenger seat, lap and diagonal seat belts to all seats | ● | ● | ● |
| Tow Bar (RPO), 50mm ball hitch, 13 pin socket (Includes tailboard protection plate) | ○ | ○ | ○ |
| AGM Batteries – High Performance Deep Cycle Battery 800 CCA (80Ah @ 20 hour rate) Size H7 | ● | ● | ● |
| Auxiliary Fuse Box with 2x (60A) customer connection points | ○ | ○ | ○ |
| 150 Amp Alternator | ● | ● | ● |
| Body | | | |
| Type – 1-way Tipper, manual release; top and bottom hinged tailboard, bottom hinged sideboards | ● | – | – |
| Type – 3-way Tipper, manual release; top and bottom hinged tailboard, bottom hinged sideboards | – | ● | – |
| Hydraulic Ram – Multi stage, Centre mounted – 5 stage, chrome-plated cylinders | ● | ● | ● |
| Power Pack – 2 kW electro-hydraulic, mounted between subframe. 7lt oil capacity SAE10W-30W (ISO32) | ● | ● | ● |
| Tip Angle – 45 degrees | ● | – | – |
| Tip Angle – Electrically-limited to 45 degrees by limit switch operating on ram | – | ● | – |
| Electrical System – 12V system, 150A fuse, cab mounted joystick control, isolation switch, emergency stop switch | ● | ● | ● |
| Subframe – Hot-dip galvanised Z140 High Strength Steel (powder-coated), 'C' section with cruciform | ● | ● | ● |
| Load Bed – Hot-dip galvanised powder-coated 2.5 mm steel, box section crossbearers, roll formed edge to rear aperture | ● | ● | ● |
| Headboard – 400kg rated, Hot-dip galvanised Z140 High Strength Steel (powder-coated), removable, full-width, full-height. Perforated behind cab rear window. Rubber-finished top surface (ladder gantry) | ● | ● | ● |
| Front and Rear Pillars – Aluminium (powder-coated), replaceable (bolted) with over centre pull-up latches | ● | ● | ● |
| Sideboards – Body coloured, double-skin, 1 piece aluminium extrusions, Steel on HD350 & 470 | ● | ● | ● |
| Tailboard – Top and bottom hinged, double skin, 1 piece aluminium extrusion, Steel on HD350 & 470 | ● | ● | ● |
| Fenders – Black, flexible thermoplastic c/w Mudflaps, mounted on replaceable bolt-on fender brackets to subframe | ● | ● | ● |
| Finish – Load bed, subframe and headboard : Dark grey powder-coat | ● | ● | ● |
| Side and tailboards – Body colour | ● | ● | ● |
| Side and tailboards – other colours | ○ | ○ | ○ |
| Body Lock Down Device | ● | ● | ● |
| Load Lashing – 6 floor-mounted pull-up anchors (400 kg each) | ● | ● | ● |
| Roping hooks – 14 (7 + 7) side mounted, 4 rear, 2 forward face of headboard | ● | ● | ● |
| Body Prop – Integral subframe mounted | ● | ● | ● |
| Body Warranty – 3-year, 100,000 miles | ● | ● | ● |
| Certification | | | |
| CE certified | ● | ● | ● |
| EMC certified 2009/19/EC | ● | ● | ● |
| TUV Certified 2006/42/EC Machine directive – Safety requirements | ● | ● | ● |

● = Standard, ○ = Option, at extra cost. Drawings are representative and may be subject to change.

Connect with the road

Even better ride and handling

Ford Transit's renowned driving qualities have been fine-tuned with stiffer suspension mounting bushes and brackets, and a newly-designed anti-roll bar.

Torque Vectoring Control¹

This technology is designed to improve traction, roadholding and agility when cornering by continuously optimising the engine torque distributed to each front wheel to match the amount of grip each has available. The result is a more rewarding driving experience. (Standard)

¹Uses sensors.



Dropside

| Chassis | |
|---|---|
| Transmission – RWD: 6-speed | ● |
| Rear Axle – 310 L1 RWD: Salisbury type 51 single rear wheel | ● |
| Rear Axle – All 350 RWD: Dana dual rear wheel | ● |
| Tyres – 310 L1 RWD: 205/75 R16C 110/118 | ● |
| Tyres – All 350 models: 185/75 R16C 104/102 | ● |
| Tyres – All 350 models: 195/75 R16C 107/105 tyres 1850kg front axle only | ○ |
| Suspension – Front: Coil spring MacPherson strut, front roll bar | ● |
| Suspension – Rear: Taper leaf + helper (RWD), Taper leaf (FWD), rear roll bar – 350 models only | ● |
| Seating (Single Cab) – Driver's seat and dual passenger seat, lap and diagonal seat belts to all seats | ● |
| Glazing: Laminated windscreen, toughened clear side and rear cab glass | ● |
| Twin Batteries 700CCA 20 hour rate size T7: With Start Stop = 75Ah: Without Start Stop = 80Ah | ● |
| AGM Batteries – High Performance Deep Cycle Battery 800CCA (80Ah @ 20 hour rate) Size H7 | ○ |
| Auxiliary Fuse Box with additional 2x (60A) customer connection points | ○ |
| 150 Amp Alternator | ● |
| Body | |
| Understructure – Hot dipped galvanised (Z140) Steel and powered coated | ● |
| Load Deck – 15 mm phenolic resin-embossed birch plywood, replaceable | ● |
| Gantry – 400kg rated, 63.5 mm tubular steel frame with ladder stops, 960hr salt spray compliant | ● |
| Headboard – Hot dipped galvanised (Z140) Steel and powered coated, perforated behind cab rear window | ● |
| Stirrup Steps – Tubular steel side steps with punched foot grip and moulded footwell | ● |
| Grab Handles – Headboard-mounted, powder-coated yellow | ● |
| Rear Pillars – Removable extruded aluminium | ● |
| Side and Tailboards – Double-skin, 1 piece aluminium extrusions with integrated rubber bump strip and overcentre lever operated cam latches | ● |
| Fenders – Black, flexible thermoplastic c/w Mudflaps, mounted on replaceable bolt-on fender brackets to subframe | ● |
| Finish – Gantry/headboard, raves, rear valence panel, stirrup steps: Dark grey powder-coat | ● |
| Side and tailboards – Body colour | ● |
| Side and tailboards – other colours | ○ |
| Hardware: Geomet plated | ● |
| Body Warranty – 3-year, 100,000 miles | ● |

● = Standard, ○ = Option, at extra cost. 350HD, 470 derivatives not available.
***Note:** Use of other loader installations are not recommended and may invalidate warranty.



Tyre Pressure Monitoring System

Sensors in the valve bodies monitor the tyre pressures and transmit the data wirelessly to an instrument panel display. (Option. Not available with dual rear wheels)

Curtain Slider

| Chassis | |
|--|---|
| Tyres – 195/75 R16C 107/105 (DRW) | ● |
| Suspension – Front, coil spring MacPherson strut. Rear, taper leaf + helper. Roll bars front and rear | ● |
| Seating – Driver's seat and dual passenger seat, lap and diagonal seat belts to all seats | ● |
| Colour – Frozen White | ● |
| Twin Batteries 700CCA 20 hour rate size T7: With Start Stop = 75Ah: Without Start Stop = 80Ah | ● |
| AGM Batteries – High Performance Deep Cycle Battery | ○ |
| Auxiliary Fuse Box with additional 2x (60A) customer connection points | ○ |
| 150 Amp Alternator | ● |
| Body | |
| Type – Sliding curtain, dual opening rear doors | ● |
| Structure – Extruded anodised aluminium frame complete with corner reinforcements | ● |
| Bulkhead – Double skinned aluminium complete with buttress reinforcement plates | ● |
| Rear Doors: Frozen white with natural anodised aluminium framework | ● |
| Curtains – Reinforced PVC with integral vertical stiffeners to prevent curtain bow. Top hung rollers with adjustable end latches to maintain curtain tension | ● |
| Curtains colour: Mid blue | ● |
| Curtain colour: Other colours available | ○ |
| Understructure – Full-length aluminium longitudinals and crossbearers, steel bulkhead buttress plates | ● |
| Roof – Translucent GRP with top hat roof bows | ● |
| Floor – Embossed 15mm thick phenolic resin full birch plywood | ● |
| Rear Doors – 270° opening. Aluminium panel doors (Frozen White), internal door locking mechanism with bottom lockable handles | ● |
| Rear door colour: other colours available | ○ |
| Rear Door retainers – Telescopic retainers in the 270 open position, stowed under floor when not deployed | ● |
| Lighting – Internal rotating high mounted spot lamp | ● |
| Load Lashing – Pull-up load anchorage rings (400Kg) mounted in raves, 4 per side | ● |
| Curtain stops – Rave mounted pull up & turn lock stops holding curtain open in the forward or rearward positions | ● |
| Step & Grab handle – Nearside mounted stirrup step with bulkhead mounted grab handle | ● |
| Body Warranty – 3-year, 100,000 miles | ● |

● = Standard, ○ = Option, at extra cost.
Note: Drawings are representative and may be subject to change. Fittings and equipment subject to change. Column tail lift not available. Canti-lever (Chassis mounted) is available as option. Rear shutter door not available.



Power-foldable mirrors

Electrically-operated and heated with large spotter lens. Perfect for parking in tight spaces or squeezing through narrow lanes. (Option)



Luton Box Van

| | Luton/Box Van |
|--|---------------|
| Chassis | ● |
| Tyres – 235/65 R16C 115/113 (SRW) | ● |
| Tyres – 195/75 R16C 107/105 (DRW) | ● |
| Suspension – Front, coil spring MacPherson strut. Rear, taper leaf + helper. Roll bars front and rear | ● |
| Seating – Driver's seat and dual passenger seat, lap and diagonal seat belts to all seats | ● |
| AGM Batteries – High Performance Deep Cycle Battery | ● |
| Auxiliary Fuse Box with additional 2x (60A) customer connection points | ● |
| 150 Amp Alternator | ● |
| Colour – Frozen White | ● |
| Body | |
| Luton Van | ● |
| Box Van with air dam | ○ |
| Box Van without air dam | ● |
| Type – Ply/GRP panel box, shutter door, alu framed with steel rear frame for retro-fit Tail-lift capability | ● |
| Colour – Frozen white only – Ply/GRP composite panels and aluminium wide-lath rear shutter. Anodised aluminium exterior frame work and steel rear frame in white powder-coat finish | ● |
| Understructure – Full-length anodised aluminium longitudinals, galvanised steel 'C' section crossbearers | ● |
| Bodysides – Self-coloured 11mm Ply/GRP composite panels, aluminium reinforcements bonded to interior surface for load retention rails | ● |
| Structure – Extruded aluminium frame anodised, with cast aluminium corners | ● |
| Rear Frame – Powder-coated steel frame incorporating end outline marker lamps, rain channel, anti-slip surface to rear aperture step. 960hr salt spray compliant | ● |
| Roof – Translucent GRP roof panels, crowned aluminium roof sticks, cast aluminium corners | ● |
| Floor – One-piece Embossed 15 mm thick phenolic resin full birch plywood | ● |
| Door – Aluminium Wide slat rear shutter, powder-coated white with lower lip seal. External rubber lip seals to door frame aperture sides, with one internal webbing pull cord | ● |
| Door Lock – Slam shut latch with facility for padlock. Internal emergency door release system with high strength steel load protection panel to lower lath | ● |
| Handrail – full height, mounted at the rear near-side | ● |
| Lighting – work lamp mounted on top of interior handrail, can be rotated to illuminate interior and exterior | ● |
| Rear Step – Full-width steel, powder-coated yellow | ● |
| Longitudinal Load Lashing – Interior Load restraint system, 4 horizontal lashing/load-lock rails per bodyside with twin integral rubber strips per rail. Deck level lashing points (6 off 400Kg) for additional security/low centre of gravity loads | ● |
| load pole – 3x400kg rated telescopic load retention poles | ● |
| Hardware: Zinc plated to 504hr salt spray compliant standards | ● |
| Body Warranty – 3-year, 100,000 miles | |

● = Standard, ○ = Option, at extra cost. RPO tow bar is not available.

Note: Drawings are representative and may be subject to change. Fittings and equipment subject to change.

Model availability – Single Cab

| | 310 L1 | 350 L2 | 350 L3 | 350 L4 | 350HD L4 | 430 L5 | 470 L2 | 470 L3 | 470 L4 | 470 L5 |
|---|--------|--------|--------|--------|----------|--------|--------|--------|--------|--------|
| FWD | | | | | | | | | | |
| 2.2 TDCi (100 PS (74 kW)) | – | ● | – | – | – | – | – | – | – | – |
| 2.2 TDCi (125 PS (92 kW)) | – | – | – | – | ● | – | – | – | – | – |
| RWD | | | | | | | | | | |
| 2.2 TDCi (100 PS (74 kW)) | ● | ● | – | ● | ● | – | – | – | – | – |
| 2.2 TDCi (125 PS (92 kW)) | – | ● | ● | ● | ● | ● | – | ● | ● | ● |
| 2.2 TDCi (155 PS (114 kW)) | – | ● | – | ● | ● | ● | – | – | ● | – |
| 2.2 TDCi (155 PS (114 kW)) Stage VI HDT | – | – | – | ● | – | – | – | ● | – | – |
| AWD | | | | | | | | | | |
| 2.2 TDCi (125 PS (92 kW)) | – | ● | – | ● | – | – | – | – | – | – |

● = Available, – = Not available. **L1** = Short wheelbase, **L2** = Medium wheelbase, **L3** = Long wheelbase, **L4** = Long wheelbase extended frame, **L5** = Extra long wheelbase extended length. **FWD** = Front-wheel drive, **RWD** = Rear-wheel drive, **AWD** = All-wheel drive. All engines are Stage V unless stated.

Model availability – Double Cab

| | 350 L3 | 350 L4 | 350 L5 | 470 L3 | 470 L4 | 470 L5 |
|----------------------------|--------|--------|--------|--------|--------|--------|
| RWD | | | | | | |
| 2.2 TDCi (100 PS (74 kW)) | ● | ● | – | – | – | – |
| 2.2 TDCi (125 PS (92 kW)) | ● | ● | ● | ● | ● | ● |
| 2.2 TDCi (155 PS (114 kW)) | ● | – | – | ● | ● | ● |

● = Available, – = Not available. **L3** = Long wheelbase, **L4** = Long wheelbase extended frame, **L5** = Extra long wheelbase extended length. **RWD** = Rear-wheel drive. All engines are Stage V unless stated.



Quickclear heated windscreens

Clears ice or demists the windscreens quickly, even on frosty mornings. Supplied with heated washer jets for year-round comfort and visibility. (Option)

Dimensions – Single Cab

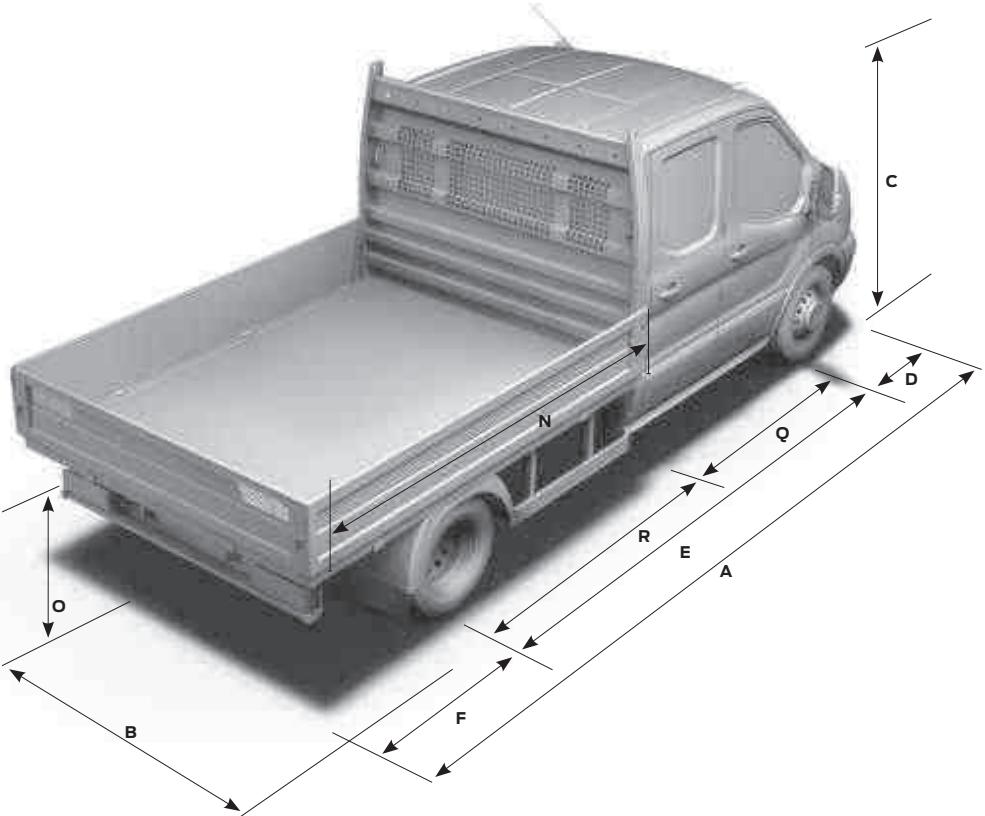
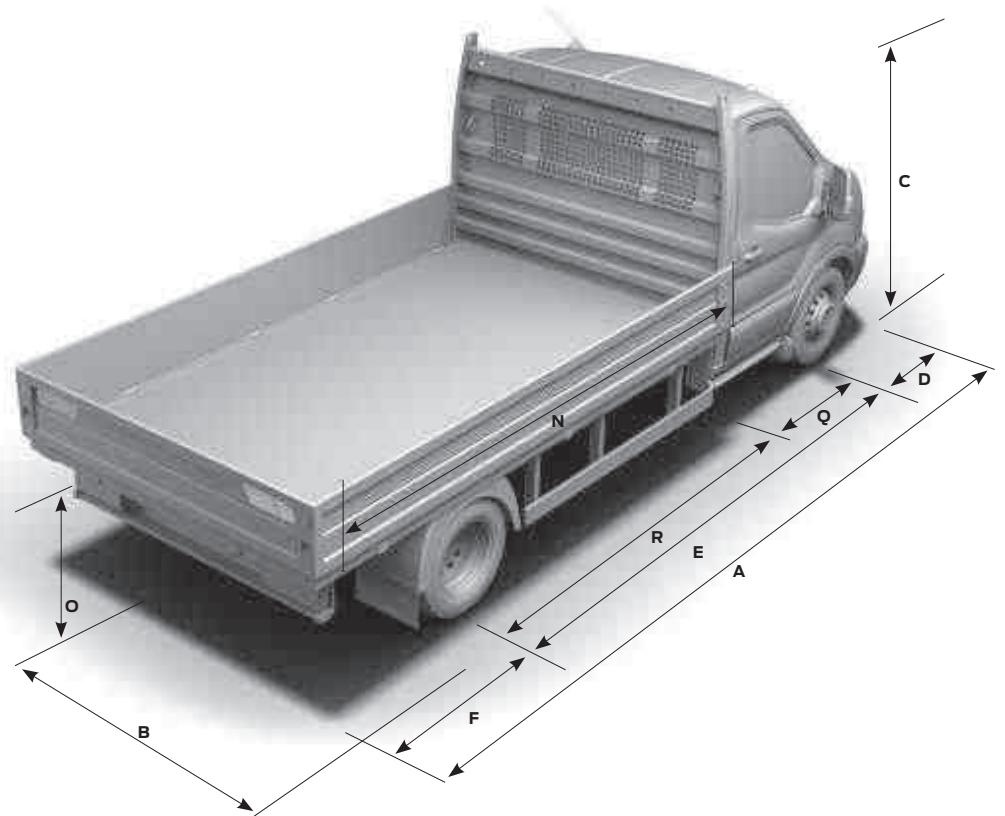
| | RWD L1 Chassis – Single Cab | FWD L2 Chassis – Single Cab | RWD/ AWD L3 Chassis – Single Cab | FWD L4 Chassis – Single Cab | RWD L5 Chassis – Single Cab |
|---|-----------------------------------|--------------------------------|---|--------------------------------|-----------------------------------|
| A Overall length | 5205 | 5572 | 5572 | 6022 | 6579 |
| B Overall width with mirrors (standard/wide) | 2474/2746 | 2474/2746 | 2474/2746 | 2474/2746 | 2474/2746 |
| Overall width with folded back mirrors (standard/wide) | 2112/2119 | 2112/2119 | 2112/2119 | 2112/2119 | 2112/2119 |
| Overall width without mirrors (SRW/DRW) | 2052 | 2052 | 2052/2111 | 2052/2111 | 2066-2111 |
| C Overall height (maximum) | 2215 | 2194 | 2210 | 2202 | 2186 |
| D Front of vehicle to front wheel centre | 1023 | 1023 | 1023 | 1023 | 1023 |
| E Wheelbase | 3137 | 3504 | 3504 | 3954 | 3954 |
| F Rear of vehicle to rear wheel centre | 1045 | 1045 | 1045 | 1602 | 1602 |
| N Chassis frame length | 2775 | 3142 | 3142 | 3592 | 4149 |
| O Chassis frame height*(laden min - unladen max) | 615-742 | 627-745 | 603-740 | 613-738 | 634-742 |
| Q Rear of cab to front wheel centre | 1407 | 1407 | 1407 | 1407 | 1407 |
| R Rear of cab to rear wheel centre | 1730 | 2097 | 2097 | 2547 | 2547 |
| Turning circle (m) | | | | | |
| Kerb to kerb | 11.4 | 12.6 | 12.6 | 14.0 | 14.0 |
| | | | | | 15.8 |

L1 = Short wheelbase, **L2** = Medium wheelbase, **L3** = Long wheelbase, **L4** = Long wheelbase extended length, **L5** = Extra long wheelbase extended length. **FWD** = Front-wheel drive, **RWD** = Rear-wheel drive, **AWD** = All-wheel drive, **SRW** = Single rear wheels, **DRW** = Dual rear wheels. All engines are Stage V unless stated. All dimensions (shown in mm) are subject to manufacturing tolerances and refer to minimum specification models and do not include additional equipment. *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. **Note: These dimensions are subject to manufacturing tolerances of +/- 50 mm and were correct at the time of going to print. All bodywork and equipment must be fitted in accordance with the Transit Body and Equipment Mounting Manual.

Dimensions – Double Cab

| | RWD L3 | FWD L4 | RWD L5 |
|--|-----------|-----------|-----------|
| A Overall length | 6022 | 6404 | 7394 |
| B Overall width with mirrors (standard/wide) | 2474/2746 | 2474/2746 | 2474/2746 |
| Overall width with folded back mirrors (standard/wide) | 2112/2119 | 2112/2119 | 2112/2119 |
| Overall width without mirrors (DRW) | 2066/2111 | 2066/2111 | 2066/2111 |
| C Overall height (maximum) | 2218 | 2220 | 2211 |
| D Front of vehicle to front wheel centre | 1023 | 1023 | 1023 |
| E Wheelbase | 3954 | 3954 | 4522 |
| F Rear of vehicle to rear wheel centre | 1045 | 1427 | 1849 |
| N Chassis frame length | 2777 | 3159 | 4149 |
| O Chassis frame height* | 715/735 | 717/734 | 722/742 |
| Q Rear of cab to front wheel centre | 2222 | 2222 | 2222 |
| R Rear of cab to rear wheel centre | 1732 | 1732 | 2300 |
| Turning circle (m) | | | |
| Kerb to kerb | 14.0 | 14.0 | 15.8 |

L3 = Long wheelbase, **L4** = Long wheelbase extended length, **L5** = Extra long wheelbase extended length. **FWD** = Front-wheel drive, **RWD** = Rear-wheel drive, **AWD** = All-wheel drive, **SRW** = Single rear wheels, **DRW** = Dual rear wheels. All engines are Stage V unless stated. All dimensions (shown in mm) are subject to manufacturing tolerances and refer to minimum specification models and do not include additional equipment. *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. **Note: These dimensions are subject to manufacturing tolerances of +/- 50 mm and were correct at the time of going to print. All bodywork and equipment must be fitted in accordance with the Transit Body and Equipment Mounting Manual.



Weights and loads

| | | | | | | | Max Trailer Mass (kg) ^(a) |
|-------------------------------------|-----------|------|-----------|------|------|------|--------------------------------------|
| | | | | | | | |
| | | | | | | | |
| Single Cab Chassis (3 Seats) | | | | | | | |
| FWD | | | | | | | |
| 350 L2 | 1745-1763 | 3500 | 1737-1755 | 1750 | 2150 | 1900 | 750 |
| 350 L4 | 1709-1727 | 3500 | 1773-1791 | 1750 | 2250 | 2600 | 750 |
| RWD | | | | | | | |
| 310 L1 | 1263-1281 | 3100 | 1819-1837 | 1550 | 1725 | 2700 | 750 |
| 350 L2 | 1537-1557 | 3500 | 1943-1963 | 1850 | 2450 | 2800 | 750 |
| 350 HD L2 | 1537-1557 | 3500 | 1943-1963 | 1850 | 2450 | 2800 | 750 |
| 350 L3 | 1469-1535 | 3500 | 1965-2031 | 1850 | 2450 | 2800 | 750 |
| 350 L4 | 1452-1518 | 3500 | 1982-2048 | 1850 | 2450 | 2800 | 750 |
| 350 HD L4 | 1498-1518 | 3500 | 1982-2002 | 1850 | 2450 | 3500 | 750 |
| 350 L5 | 1452-1472 | 3500 | 2028-2048 | 1850 | 2450 | 2800 | 750 |
| 430 L4 HDT6 | 2252-2272 | 4300 | 2028-2048 | 1850 | 3000 | 2400 | 750 |
| 470 L2 | 2737-2757 | 4700 | 1943-1963 | 1850 | 3300 | 3500 | 750 |
| 470 L3 | 2715-2735 | 4700 | 1965-1985 | 1850 | 3300 | 3500 | 750 |
| 470 L4 | 2698-2718 | 4700 | 1982-2002 | 1850 | 3300 | 3500 | 750 |
| 470 L5 | 2652-2672 | 4700 | 2028-2048 | 1850 | 3300 | 3500 | 750 |
| AWD | | | | | | | |
| 350 L2 | 1524-1544 | 3500 | 1956-1976 | 1750 | 2150 | 2800 | 750 |
| 350 L3 | 1502-1522 | 3500 | 1978-1998 | 1750 | 2250 | 2800 | 750 |
| Double Cab Chassis (7 Seats) | | | | | | | |
| RWD | | | | | | | |
| 350 L3 | 1339-1361 | 3500 | 2139-2161 | 1850 | 2450 | 2800 | 750 |
| 350 L4 | 1322-1344 | 3500 | 2156-2178 | 1850 | 2450 | 2800 | 750 |
| 350 L5 | 1265-1287 | 3500 | 2213-2235 | 1850 | 2450 | 2800 | 750 |
| 470 L3 | 2539-2561 | 4700 | 2139-2161 | 1850 | 3300 | 3500 | 750 |
| 470 L4 | 2522-2544 | 4700 | 2156-2178 | 1850 | 3300 | 3500 | 750 |
| 470 L5 | 2465-2487 | 4700 | 2213-2235 | 1850 | 3300 | 3500 | 750 |

FWD = Front-wheel drive, **RWD** = Rear-wheel drive, **AWD** = All-wheel drive, **L1** = Short wheelbase, **L2** = Medium wheelbase, **L3** = Long wheelbase, **L4** = Long wheelbase with extended frame, **L5** = Extra long wheelbase. Figures apply to Stage 5 LDT III Chassis Cabs unless otherwise stated. For Rear Float option vehicles, Kerb mass is increased and payload reduced. Kerb mass is affected by many factors such as bodystyles, engines and options. It is the weight of a standard-specification Base series vehicle (other series will have different kerb masses), including fluids and fuel tank 90% full, but without the driver (75kg), crew or cargo. Payload is the difference between gross vehicle mass and kerb mass. **(a)** Max braked trailer mass is dependent on chosen engine power and dependent on additional options/equipment selected. Consult your Ford Commercial Vehicle Dealer for more information.

Weights and loads

| | | | | | | | Max Trailer Mass (kg) ^(a) |
|--------------------------------------|------|------|------|------|------|------|--------------------------------------|
| | | | | | | | |
| | | | | | | | |
| Single Cab (3 Seats) Dropside | | | | | | | |
| FWD | | | | | | | |
| 350 L2 | 1373 | 3500 | 2127 | 1750 | 2150 | 1900 | 750 |
| RWD | | | | | | | |
| 310 L1 | 930 | 3100 | 2170 | 1550 | 1725 | 2700 | 750 |
| 350 L2 | 1170 | 3500 | 2330 | 1850 | 2450 | 2800 | 750 |
| 350 HD L2 | 1120 | 3500 | 2380 | 1850 | 2450 | 2800 | 750 |
| 350 L3 | 1125 | 3500 | 2375 | 1850 | 2450 | 2800 | 750 |
| 350 L4 | 1090 | 3500 | 2410 | 1850 | 2450 | 2800 | 750 |
| 350 HD L4 | 1050 | 3500 | 2450 | 1850 | 2450 | 3500 | 750 |
| 350 L5 | 890 | 3500 | 2610 | 1850 | 2450 | 2800 | 750 |
| 470 L2 | 2320 | 4700 | 2380 | 1850 | 3300 | 3500 | 750 |
| 470 L3 | 2280 | 4700 | 2420 | 1850 | 3300 | 3500 | 750 |
| 470 L4 | 2255 | 4700 | 2445 | 1850 | 3300 | 3500 | 750 |
| 470 L5 | 2040 | 4700 | 2660 | 1850 | 3300 | 3500 | 750 |
| Double Cab (7 Seats) Dropside | | | | | | | |
| RWD | | | | | | | |
| 350 L3 | 980 | 3500 | 2520 | 1850 | 2450 | 2800 | 750 |
| 350 L4 | 945 | 3500 | 2555 | 1850 | 2450 | 2800 | 750 |
| 470 L3 | 2130 | 4700 | 2570 | 1850 | 3300 | 3500 | 750 |
| 470 L4 | 2097 | 4700 | 2603 | 1850 | 3300 | 3500 | 750 |

FWD = Front-wheel drive, **RWD** = Rear-wheel drive, **AWD** = All-wheel drive, **L1** = Short wheelbase, **L2** = Medium wheelbase, **L3** = Long wheelbase, **L4** = Long wheelbase with extended frame, **L5** = Extra long wheelbase. Figures apply to Stage 5 LDT III Chassis Cabs unless otherwise stated. Kerb mass is affected by many factors such as bodystyles, engines and options. It is the weight of a standard-specification Base series vehicle with standard float (other series will have different kerb masses), including fluids and fuel tank 90% full, but without the driver (75kg), crew or cargo. Payload is the difference between gross vehicle mass and kerb mass. **(a)** Max braked trailer mass is dependent on chosen engine power and dependent on additional options/equipment selected. Consult your Ford Commercial Vehicle Dealer for more information.

Never misfuel again

Ford Easy-Fuel capless refuelling system

A unique safeguard ensures nobody can accidentally fill up with the wrong fuel. Plus no dirty fuel caps to touch. (Standard. Available as an option for capped systems)



Larger windscreens

New Transit's windscreens are significantly larger than the previous model. Extra front glass area, plus taller front door windows mean greater visibility and a lighter, more airy cab.



Fuel Economy and Emissions

The fuel economy figures quoted in the table below are achieved by following strict EU governed test procedures and are specifically designed to enable customers to compare vehicles from all manufacturers on a like-for-like basis. Fuel consumption is directly affected by the length of the journey; number of passengers and amount of luggage carried; individual driving style; road and traffic conditions; weather conditions; vehicle age, mileage, condition and standard of maintenance; use of vehicle features such as air conditioning; and any modifications to the vehicle such as the addition of a roof rack. Your fuel economy will vary based on these and other factors and, for these reasons, many drivers may not achieve the EU fuel economy figures (below) in day-to-day driving, although the vehicle is technically capable of doing so.

| | Axle ratio | CO ₂ emissions (g/km) ²⁰⁰ | Fuel consumption in mpg ²⁰⁰ | | |
|--|------------|---|--|-------------|----------|
| | | | Urban | Extra Urban | Combined |
| Single Chassis Cab | | | | | |
| FWD | | | | | |
| 2.2 TDCi (100 PS (74 kW)/125 PS (92 kW)/155 PS (114 kW)) | 4.71 | 194 | 35.8 | 40.9 | 38.7 |
| RWD | | | | | |
| 2.2 TDCi (100 PS (74 kW)) | 3.31 | 206 | 32.5 | 39.2 | 36.2 |
| 2.2 TDCi (100 PS (74 kW)) | 3.73 | 222 | 29.1 | 37.2 | 33.6 |
| 2.2 TDCi (125 PS (92 kW)/(155 PS (114 kW))) | 3.15 | 199 | 34.5 | 39.8 | 37.7 |
| 2.2 TDCi (125 PS (92 kW)/(155 PS (114 kW))) | 3.55 | 212 | 30.7 | 38.7 | 35.3 |
| 2.2 TDCi (125 PS (92 kW)/(155 PS (114 kW))) | 4.10 | 232 | 27.7 | 35.3 | 32.1 |
| 2.2 TDCi (125 PS (92 kW)/(155 PS (114 kW))) HDT6 | 3.31 | N/A | N/A | N/A | N/A |
| AWD | | | | | |
| 2.2 TDCi (125 PS (92 kW)) | 4.10 | N/A | N/A | N/A | N/A |
| Double Chassis Cab | | | | | |
| RWD | | | | | |
| 2.2 TDCi (100 PS (74 kW)) | 3.31 | 210 | 31.7 | 38.2 | 35.3 |
| 2.2 TDCi (100 PS (74 kW)) | 3.73 | 226 | 28.5 | 36.2 | 32.9 |
| 2.2 TDCi (125 PS (92 kW)/(155 PS (114 kW))) | 3.15 | 204 | 32.9 | 38.7 | 36.2 |
| 2.2 TDCi (125 PS (92 kW)/(155 PS (114 kW))) | 3.55 | 214 | 30.1 | 37.7 | 34.5 |
| 2.2 TDCi (125 PS (92 kW)/(155 PS (114 kW))) | 4.10 | 236 | 27.2 | 34.5 | 31.2 |
| 2.2 TDCi (125 PS (92 kW)/(155 PS (114 kW))) HDT6 | 3.31 | 212 | 30.7 | 38.1 | 34.8 |
| AWD | | | | | |
| 2.2 TDCi (125 PS (92 kW)/(155 PS (114 kW))) | 4.10 | NA | NA | NA | NA |

Note: All Stage 5 LDTIII include Diesel Particulate Filter (cDPF) and Stop/Start feature excl. AWD. Without Stop/Start the Combined CO₂ emissions FE figures increase by 7-9 gr/km CO₂ and 2.5-3.5L/100km. The published information for emissions and fuel consumption for the incomplete base vehicles of category NI are based on the European Regulation (EC) 715/2007 and 692/2008 (as last amended). The used reference mass includes a 'Default Added Mass' (DAM). This regulation method adds an assumed mass to the kerb mass which can exceed reference mass for given engine type, hence not measurable under regulations, represented here as NA. ²⁰⁰The declared Fuel/Energy Consumptions and CO₂ emissions are measured according to the technical requirements and specifications of the European Regulations (EC) 715/2007 and (EC) 692/2008 as last amended. Fuel consumption and CO₂ emissions are specified for a vehicle variant and not for a single vehicle. The applied standard test procedure enables comparison between different vehicle types and different manufacturers and assumes a driver 75kg, 90% of fuel and 25kg. In addition to the fuel efficiency of a vehicle, driving behaviour, the specification and options fitted as well as other non-technical factors play a role in determining a car's fuel/energy consumption, CO₂ emissions. Consult your Dealer for more information.

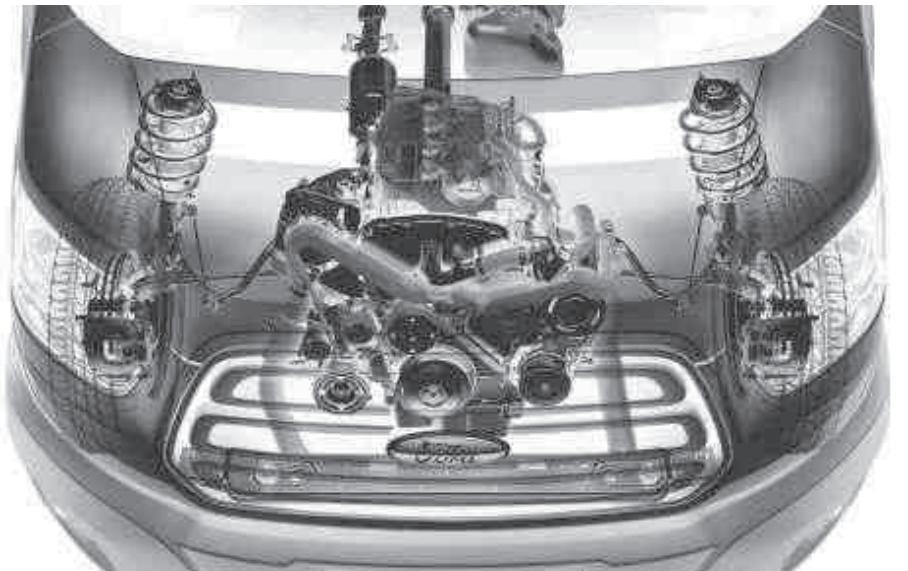
Tough on work, easy on fuel

Proven Duratorq TDCi diesel engine technology

Renowned for its reliability and efficiency, the new Transit's 2.2-litre Duratorq TDCi engine comes with a choice of three power and torque outputs to cater for all operational needs.

Acceleration Control

Acceleration Control detects when the vehicle is empty or partially loaded, and automatically limits acceleration to help improve fuel economy. (Option)



Fuel Economy and Emissions

The fuel economy figures quoted in the table below are achieved by following strict EU governed test procedures and are specifically designed to enable customers to compare vehicles from all manufacturers on a like-for-like basis. Fuel consumption is directly affected by the length of the journey; number of passengers and amount of luggage carried; individual driving style; road and traffic conditions; weather conditions; vehicle age, mileage, condition and standard of maintenance; use of vehicle features such as air conditioning; and any modifications to the vehicle such as the addition of a roof rack. Your fuel economy will vary based on these and other factors and, for these reasons, many drivers may not achieve the EU fuel economy figures (below) in day-to-day driving, although the vehicle is technically capable of doing so.

| | Axle ratio | CO ₂ emissions (g/km) ²⁰⁰ | Fuel consumption in mpg ²⁰⁰ | | |
|--|------------|---|--|-------------|----------|
| | | | Urban | Extra Urban | Combined |

| | | | | | |
|--|------|-----|------|------|------|
| Single Cab Dropside | | | | | |
| FWD | | | | | |
| 2.2 TDCi (100 PS (74 kW) / 125 PS (92 kW)) | | | | | |
| RWD | 4.71 | 194 | 35.8 | 40.9 | 38.7 |
| 2.2 TDCi (100 PS (74 kW)) | 3.31 | 210 | 31.7 | 38.2 | 35.3 |
| 2.2 TDCi (100 PS (74 kW)) | 3.73 | 226 | 28.5 | 36.2 | 32.9 |
| 2.2 TDCi (125 PS (92 kW)) / (155 PS (114 kW)) | 3.15 | 204 | 32.9 | 38.7 | 36.2 |
| 2.2 TDCi (125 PS (92 kW)) / (155 PS (114 kW)) | 3.55 | 214 | 30.1 | 37.7 | 34.5 |
| 2.2 TDCi (125 PS (92 kW)) / (155 PS (114 kW)) | 4.10 | 236 | 27.2 | 34.5 | 31.4 |
| 2.2 TDCi (125 PS (92 kW)) / (155 PS (114 kW)) HDT6 | 3.31 | 212 | 30.7 | 38.1 | 34.8 |
| Double Cab Dropside | | | | | |
| RWD | | | | | |
| 2.2 TDCi (100 PS (74 kW)) | 3.31 | 210 | 31.7 | 38.2 | 35.3 |
| 2.2 TDCi (100 PS (74 kW)) | 3.73 | 226 | 28.5 | 36.2 | 32.9 |
| 2.2 TDCi (125 PS (92 kW)) / (155 PS (114 kW)) | 3.15 | 204 | 32.9 | 38.7 | 36.2 |
| 2.2 TDCi (125 PS (92 kW)) / (155 PS (114 kW)) | 3.55 | 214 | 30.1 | 37.7 | 34.5 |
| 2.2 TDCi (125 PS (92 kW)) / (155 PS (114 kW)) | 4.10 | 236 | 27.2 | 34.5 | 31.4 |

Note: All Stage 5 LDTIII include Diesel Particulate Filter (cDPF) and Stop/Start feature excl. AWD. Without Stop/Start the Combined CO₂ emissions FE figures increase by 7-9 gr/km CO₂ and 2.5-3.5L/100km. The published information for emissions and fuel consumption for the incomplete base vehicles of category NI are based on the European Regulation (EC) 715/2007 and 692/2008 (as last amended). The used reference mass includes a 'Default Added Mass' (DAM). This regulation method adds an assumed mass to the kerb mass which can exceed reference mass for given engine type, hence not measurable under regulations, represented here as NA. ²⁰⁰The declared Fuel/Energy Consumptions and CO₂ emissions are measured according to the technical requirements and specifications of the European Regulations (EC) 715/2007 and (EC) 692/2008 as last amended. Fuel consumption and CO₂ emissions are specified for a vehicle variant and not for a single vehicle. The applied standard test procedure enables comparison between different vehicle types and different manufacturers and assumes a driver 75kg, 90% of fuel and 25kg. In addition to the fuel efficiency of a vehicle, driving behaviour, the specification and options fitted as well as other non-technical factors play a role in determining a car's fuel/energy consumption, CO₂ emissions. Consult your Dealer for more information.

Max. GTM (kg) with quoted axle ratio

| | Axle ratio ²⁰⁰ | 310 | 330 | 350 | 430 | 470 |
|--|---------------------------|-----|------|-----------|-----------|------|
| Single & Double Cab Chassis | | | | | | |
| FWD | | | | | | |
| 2.2 TDCi (100 PS (74 kW)) | 4.19 | ● | 4400 | — | — | — |
| 2.2 TDCi (125 PS (92 kW)) | 4.19 | ● | 4900 | — | — | — |
| 2.2 TDCi (155 PS (114 kW)) | 4.19 | ● | 5100 | — | — | — |
| 2.2 TDCi (100 PS (74 kW)) | 4.71 | ● | — | 4250 | 4250 | — |
| 2.2 TDCi (125 PS (92 kW)) | 4.71 | ● | — | 5000 | 5000 | — |
| 2.2 TDCi (155 PS (114 kW)) | 4.71 | ● | — | 5325 | 5325 | — |
| RWD | | | | | | |
| 2.2 TDCi (100 PS (74 kW)) | 3.31/3.73 | ●/○ | 5100 | 5000/5500 | 5000/5500 | — |
| 2.2 TDCi (125 PS (92 kW)) | 3.15/3.55 | ●/○ | 5100 | 5500/6000 | 5500/6000 | — |
| 2.2 TDCi (155 PS (114 kW)) | 3.15/3.55 | ●/○ | 5100 | 5500/6100 | 5500/6300 | — |
| 2.2 TDCi (125 PS (92 kW)) | 4.10 | ● | — | 6000 | — | 6000 |
| 2.2 TDCi (155 PS (114 kW)) | 4.10 | ● | — | 7000 | — | 7000 |
| 2.2 TDCi (125 PS (92 kW)) HDT6 | 3.31 | ● | — | 5500 | — | — |
| 2.2 TDCi (155 PS (114 kW)) HDT6 | 3.31 | ● | — | 5500 | 5500 | — |
| AWD | | | | | | |
| 2.2 TDCi (125 PS (92 kW)) | 4.10 | ● | — | — | 5500 | — |
| 2.2 TDCi (155 PS (114 kW)) | 4.10 | ● | — | — | 6000 | — |

● = Standard, ○ = Option, at extra cost. **Note:** All engines are Stage 5 LDTIII unless stated otherwise and include Diesel Particulate Filter (cDPF). ²⁰⁰The illustrated axle ratio shown is the one available dependent upon model, GVM payload and engine combination.*GTM is limited to 5500kg if fitted with rear air conditioning. Consult your dealer for more information.

One-stop vehicles

| Rear axle ratio | SCC - Dropside | | | | | | | | | | | |
|---|----------------|-----------|-------------|--------------|-------------|-------------|-------------|-------------|--------------|-------------|-----------|-------------|
| | 350L4 | 310L1 RWD | 350L2 RWD | 350HD L2 RWD | 470L2 RWD | 350L3 RWD | 470L3 RWD | 350L4 RWD | 350HD L4 RWD | 470L4 RWD | 350L5 RWD | 470L5 RWD |
| Dimensions | | | | | | | | | | | | |
| Body Length in mm (external) | 4200 | 2930 | 3300 | 3300 | 3300 | 3760 | 3760 | 4310 | 4310 | 4310 | 5300 | 5300 |
| Body Width in mm (external) | 2190 | 2108 | 2200 | 2200 | 2200 | 2200 | 2200 | 2200 | 2200 | 2200 | 2200 | 2200 |
| Body Height in mm (Floor to Roof) | 2162 | — | — | — | — | — | — | — | — | — | — | — |
| Plated weights (kg) | | | | | | | | | | | | |
| FAM | 1850 | 1550 | 1850 | 1850 | 1850 | 1850 | 1850 | 1850 | 1850 | 1850 | 1850 | 1850 |
| RAM with (with Double Rear Wheel) | 2450 | No DRW | 2450 | 2450 | 3300 | 2450 | 3300 | 2450 | 2450 | 3300 | 2450 | 3300 |
| GVM | 3500 | 3100 | 3500 | 3500 | 4700 | 3500 | 4700 | 3500 | 3500 | 4700 | 3500 | 4700 |
| GTM 100 PS | 3.15 | — | — | — | — | — | — | — | — | — | — | — |
| GTM 100 PS | 3.31 | 5000 | 5100 | 5000 | — | — | 5000 | — | 5000 | — | — | 5000 |
| GTM 100 PS | 3.73 | 5500 | — | 5500 | — | — | 5500 | — | 5500 | — | — | — |
| GTM 125 PS | 3.15 | 5500 | 5100 | 5500 | — | — | 5500 | — | 5500 | — | — | 5500 |
| GTM 125 PS | 3.55 | 6000 | — | 6000 | — | — | 6000 | — | 6000 | — | — | 6000 |
| GTM 125 PS | 4.10 | — | — | 6000 | 6000 | — | 6000 | — | 6000 | — | 6000 | — |
| GTM 155 PS | 3.15 | 5500 | 5100 | 5500 | — | — | 5500 | — | 5500 | — | — | 5500 |
| GTM 155 PS | 3.55 | 6300 | — | 6300 | — | — | 6300 | — | 6300 | — | — | 6300 |
| GTM 155 PS | 4.10 | — | — | — | 7000 | 7000 | — | 7000 | 7000 | — | 7000 | — |
| Payload in kg with start-stop (without start-stop) | | | | | | | | | | | | |
| 100 PS – with Double Rear Wheel* | 847 (850) | 927 (930) | 1167 (1170) | — | — | 1122 (1125) | — | 1087 (1090) | — | — | — | — |
| 125 PS – with Double Rear Wheel* | 847 (850) | — | 1167 (1170) | 1117 (1120) | 2317 (2320) | 1122 (1125) | 2277 (2280) | 1087 (1090) | 1047 (1050) | 2252 (2255) | 887 (890) | 2037 (2040) |
| 155 PS – with Double Rear Wheel* | 847 (850) | — | 1167 (1170) | — | — | 1122 (1125) | — | 1087 (1090) | 1047 (1050) | — | 887 (890) | — |
| Cubic capacity m ³ | 18.75 | — | — | — | — | — | — | — | — | — | — | — |

*RPO trailer tow attachment not available, furthermore aftermarket tow attachments are precluded by the rear step or optional Tail-Lift. *Payloads quoted are gross - full tank of fuel, oil and fluids, no driver - and for minimum specification, optional chassis equipment including 1850kg front axle and optional body equipment will reduce payload allowance. Subject to manufacturing tolerance. **FAM** = Front axle plated mass. **RAM** = Rear axle plated mass. **GVM** = Gross vehicle mass. **GTM** = Gross train mass. **Single Rear Wheel

One-stop vehicles

| Rear axle ratio | SCC 1-Way Tipper | | | | SCC 3-Way Tipper | | | | Luton/Box Van | | |
|---|------------------|-------------|-----------|-------------|------------------|---------------|-------------|---------------|---------------|--|--|
| | 350L2 RWD | 470L2 RWD | 350L2 RWD | 470L2 RWD | 350L3 | 350L3 (SRW) | 350L4 (SRW) | | | | |
| Body Length in mm (external) | | | | | | | | | | | |
| Body Length in mm (external) | 3200 | 3200 | 3200 | 3200 | 3879 | 3879 | 4262 | 4262 | | | |
| Body Width in mm (external) | 2200 | 2200 | 2200 | 2200 | 2136 | 2136 | 2136 | 2136 | | | |
| Body Height in mm (Floor to Roof) | — | — | — | — | 2396 | 2396 | 2396 | 2396 | | | |
| Plated weights (kg) | | | | | | | | | | | |
| FAM | 1850 | 1850 | 1850 | 1850 | 1850 | 1750 & 1850 | 1850 | 1750 & 1850 | | | |
| RAM | 2450 | 3300 | 2450 | 3300 | 2450 | 2250 | 2450 | 2250 | | | |
| GVM | 3500 | 4700 | 3500 | 4700 | 350 | 350 | 350 | 350 | | | |
| GTM 100 PS | 3.31 | 5000 | — | 5000 | — | — | — | — | | | |
| GTM 100 PS | 3.73 | 5500 | — | 5500 | — | — | — | — | | | |
| GTM 125 PS | 3.15 | 5500 | — | 5500 | — | 6000 | — | 6000 | | | |
| GTM 125 PS | 3.55 | 6000 | — | 6000 | — | 6000 | — | 6000 | | | |
| GTM 155 PS | 4.10 | — | 6000 | — | 6000 | — | 6000 | — | | | |
| Payload in kg with start-stop (without start-stop) | | | | | | | | | | | |
| 100 PS – with Double Rear Wheel* | 1056 (1060) | — | 927 (930) | — | — | — | — | — | | | |
| 125 PS – with Double Rear Wheel* | 1056 (1060) | 1982 (1985) | 927 (930) | 1957 (1960) | 1016 (1022) | **1081 (1087) | 967 (974) | **1032 (1039) | | | |
| 155 PS – with Double Rear Wheel* | 1056 (1060) | 1982 (1985) | 927 (930) | 1957 (1960) | 1016 (1022) | **1081 (1087) | 967 (974) | **1032 (1039) | | | |
| Cubic capacity m ³ | — | — | — | — | 15.75 | 15.75 | 17.36 | 17.36 | | | |

*RPO trailer tow attachment not available, furthermore aftermarket tow attachments are precluded by the rear step or optional Tail-Lift. *Payloads quoted are gross - full tank of fuel, oil and fluids, no driver - and for minimum specification, optional chassis equipment including 1850kg front axle and optional body equipment will reduce payload allowance. Subject to manufacturing tolerance. **FAM** = Front axle plated mass. **RAM** = Rear axle plated mass. **GVM** = Gross vehicle mass. **GTM** = Gross train mass. **Single Rear Wheel

| Rear axle ratio | DCC Dropside | | | |
|---|--------------|-------------|-----------|-------------|
| | 350L3 RWD | 470L3 RWD | 350L4 RWD | 470L4 RWD |
| Dimensions | | | | |
| Body Length in mm (external) | 2930 | 2930 | 3300 | 3300 |
| Body Width in mm (external) | 2200 | 2930 | 2200 | 2200 |
| Plated weights (kg) | | | | |
| FAM | 1850 | 1850 | 1850 | 1850 |
| RAM with (with Double Rear Wheel) | 2450 | 3300 | 2450 | 3300 |
| GVM | 3500 | 4700 | 3500 | 4700 |
| GTM 100 PS | 3.15 | — | — | — |
| GTM 100 PS | 3.31 | 5000 | — | 5000 |
| GTM 100 PS | 3.73 | 5500 | — | 5500 |
| GTM 125 PS | 3.15 | 5500 | — | 5500 |
| GTM 125 PS | 3.55 | 6000 | — | 6000 |
| GTM 125 PS | 4.10 | — | 6000 | — |
| GTM 155 PS | 3.15 | 5500 | — | 5500 |
| GTM 155 PS | 3.55 | 6300 | — | 6300 |
| GTM 155 PS | 4.10 | — | 7000 | — |
| Payload in kg with start-stop (without start-stop) | | | | |
| 100 PS – with Double Rear Wheel* | 977 (980) | — | 942 (945) | — |
| 125 PS – with Double Rear Wheel* | 977 (980) | 2127 (2130) | 942 (945) | 2097 (2100) |
| 155 PS – with Double Rear Wheel* | 977 (980) | 2127 (2130) | — | 2097 (2100) |
| Cubic capacity m ³ | — | — | — | — |

*RPO trailer tow attachment not available, furthermore aftermarket tow attachments are precluded by the rear step or optional Tail-Lift. *Payloads quoted are gross - full tank of fuel, oil and fluids, no driver - and for minimum specification, optional chassis equipment including 1850kg front axle and optional body equipment will reduce payload allowance. Subject to manufacturing tolerance. **FAM** = Front axle plated mass. **RAM** = Rear axle plated mass. **GVM** = Gross vehicle mass. **GTM** = Gross train mass. **Single Rear Wheel

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* year 1 - unlimited mileage
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* year 1 - unlimited mileage
^Subject to terms and conditions



Frozen White
Solid body colour



Race Red
Solid body colour



Blazer Blue
Solid body colour



Tectonic Silver
Metallic body colour*



Stratosphere
Metallic body colour*



Deep Impact Blue
Metallic body colour*



Magnetic
Metallic body colour*



Lunar Sky
Metallic body colour*

*Metallic body colours are options at extra cost.
The Ford Transit is covered by the Ford Corrosion Protection Warranty for 12 years from the date of first registration.
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Note The vehicle images used are to illustrate body colours only and may not reflect current specification. Colours and trims reproduced within this brochure may vary from the actual colours, due to the limitations of the printing processes used.



Moondust Silver
Metallic body colour*



Panther Black
Metallic body colour*

Zinc coating Phosphate coat Electrocoat Top coat Clearcoat



12-year perforation warranty

The new Transit owes its durable exterior to a thorough multi-stage painting process. From the wax-injected steel body sections to the hard-wearing top coat, new materials and application processes ensure it will retain its good looks for many years to come.

Special Vehicle Options (SVO)
While the Ford Commercial Vehicle range already offers an extensive choice of off-the-shelf features and options, the Special Vehicle Options (SVO) programme goes a step further. Practical options range from heavy-duty batteries to a choice of over 100 colours to match your company's livery.

For more information, please speak to your local Ford Transit Specialist Dealer.

Colour and trim

Choose the body colour that you think best reflects your business brand.



Traxon seat insert in Charcoal Black
Max seat bolsters in Charcoal Black



Artec Vinyl seat insert in Pewter[†]
Prima Vinyl seat bolsters in Pewter[†]

Allergy-friendly interior

The new Transit interior uses materials that minimise the risk of an allergic reaction. Models fitted with air conditioning also have a high-performance pollen filter to prevent dust and pollen entering the passenger compartment.

[†]Option.



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