

# CHASSIS CABS FORD **TRANSIT**



Go Further



**We put more in so you  
get more out**

Years of not backing down from the hardest work has made the Ford Transit what it is today; a tough and respected vehicle. Add a fresh range of economical engines with increased power and torque, plus a near-endless variety of driveline and payload configurations, and you have the perfect solution for all your business needs.

For more information, please visit: **[www.ford.co.uk](http://www.ford.co.uk)**

Vehicle shown is a Ford Transit Chassis Cab in Blazer Blue solid paint.





## Get in, get comfortable and get to work

Increased congestion means you're likely to spend more time on the road than ever. So Ford Transit's Bluetooth® connectivity\* and satellite navigation\* help keep you in touch and informed. Should you come to a halt, Auto-Start-Stop\* automatically turns off the engine (in appropriate conditions) to save fuel and reduce emissions, and restarts the engine instantly when you're ready to pull away.

\*Options, at extra cost. Selected models only.

**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.

Vehicle shown is a Ford Transit Chassis Cab with air conditioning (option).





**Models:** (Top) Transit SWB Chassis Cab,  
(Bottom) Transit LWB EF Double Chassis Cab



Rear anti-roll bar is standard on all dual rear-wheel Chassis Cab derivatives.



Since its launch, the Ford Transit has been the platform of choice for chassis cab conversions.

## Solid foundation

Throughout the entire design process, Ford has worked closely with the bodybuilding industry to ensure that all standard body types, and the majority of specialist conversions, can be fitted easily and efficiently, with little or no modification required.

Each derivative has a robust ladder-frame chassis that provides a flat, strong base on which to build, with integral body mounting points and low frame rails. From a standard box van, dropside or tipper to a refrigerated van, mobile workshop or emergency service vehicle, the Ford Transit forms a tough and dependable foundation for your business.

### Chassis

- Flat, straight top of frame
- Three gross vehicle weights: 3000 kg, 3500 kg and 4600 kg
- 350HD (Heavy Duty) version also available for operators requiring greater loading latitude from a 3500 kg GVM vehicle
- Wheelbase and overhang dimensions suitable for industry-standard body sizes: 2.8, 3.2, 3.7 and 4.1 m
- Designed to accommodate non-standard body sizes, either larger or smaller than nominal industry-standard
- Body widths up to 2.05m (300) 2.2m (all 350 and 460 models)
- Robust inverted closed 'top hat' section pressed high tensile steel frame (double 'top hat' for 350HD and 460 models)
- Integral body mounting points, and bolt-on saddle brackets for 350HD and 460 models
- Removable rear closing member and rear lights, catering for different rear overhangs
- Easily fitted bolt-on rear frame overhangs, where required

### Cab Styles

The Ford Transit Chassis Cab range is available with either a single cab or double cab configuration.

Single cab is the traditional choice, offering flexibility to fit a multitude of conversion possibilities – including the Ford Transit One-Stop Shop range.

The double cab is a great solution for moving crew and load at the same time with six seats as standard or seven with the optional quad seat.

The double 'utility' cab SVO option removes the rear seat altogether and blanks the side windows. One Stop models specified with this option can be coupled with an OSS supplier fit bulkhead to form a secure area for locking away equipment and tools.

### Rear-wheel configuration

Dual or single rear wheels are available to ensure the Ford Transit Chassis Cab matches your operational and bodywork needs exactly.

- Dual rear wheels – Standard on all 3.5T, 3.5T HD and 4.6T models. Provides increased rear axle capacity and loading latitude. Best all-round combination, but ideally suited to high payload/high traction requirements and towing. Available only with rear-wheel drive
- Single rear wheels – Optional on rear-wheel drive 3.5T models, and standard on all front-wheel drive models. Ideally suited to narrow bodywork where vehicles are used in confined metropolitan, rural or urban environments. Available with both front- and rear-wheel drive. Further benefits include reduced fuel consumption\*, especially when combined with front-wheel drive

\*Ford homologation figures.

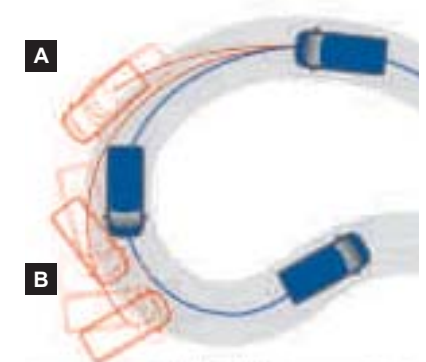
### Electronic Stability Programme

ESP incorporating ABS, senses when the vehicle is deviating from the driver's chosen line and automatically applies the necessary power and braking adjustments to correct its road position.

Brake Assist – a system that detects emergency braking and automatically applies maximum braking effort to potentially reduce the stopping distance.

Brake Traction Control System (BTCS) to aid traction when starting from rest.

Hill Start Assist (HSA), to temporarily prevent the vehicle from rolling back when pulling away on a slope.



— Vehicle with ESP.  
— Vehicle without ESP.

**A** Vehicle experiences understeer on approach.

**B** Vehicle experiences oversteer on exit of bend.

Detachable rear member simplifies bodybuilding applications.





**Auto-Start-Stop**

Can reduce fuel consumption and CO<sub>2</sub> emissions by up to ten per cent in heavy traffic with frequent stops; up to five per cent in mixed driving conditions. (Option, Ford test figures)

**Digital tachograph**

Latest digital tachograph sets new standards for performance, technology, design and tamper proofing (Option, may be a legal requirement on some models).



Thanks to smart ideas and clever refinements, Ford's advanced technology is creating cleaner, more fuel-efficient vehicles today. Not only do they benefit the environment, they're good for your pocket too.

## Smarter thinking for greater efficiency

### 2.2 Duratorq TDCi Euro Stage V engines

A range of 2.2 Duratorq TDCi diesel engines forms the backbone of the Ford Transit powertrain line-up. Engineered to meet stringent Euro Stage V emissions standards, the engines offer an impressive choice of power and torque outputs, ranging from 100 PS/310 Nm to 155 PS/385 Nm.

**ECOPack**

Combines Auto-Start-Stop system and a 70 mph switchable Speed Limiter to help you achieve medium commercial vehicle class-leading fuel economy. (Option)

**Speed Limiter**

Available as an option, the Speed Limiter allows you to preset limits for your specific needs. The Auto-Start-Stop system is equipped with a 70 mph switchable Speed Limiter as standard.

**Auto-Start-Stop**

On a typical 40-minute city journey, a vehicle's engine is only needed for about 19 minutes. By automatically switching off the engine (in appropriate conditions) when the vehicle comes to a stop, Auto-Start-Stop saves fuel and eliminates tailpipe emissions. When the driver is ready to move off, the engine instantly restarts.

**Smart Regenerative Charging**

Combines with Advanced Battery Management System to charge the battery when it is most economical to do so. This results in lower engine idle speeds and reduced fuel consumption and tailpipe emissions. (Standard)

**Long-range fuel tank**

The 103-litre fuel tank offers an extra 23 litres capacity over the standard tank for less frequent fuel stops, saving you both time and money. Available on rear wheel drive models (except short wheelbase).

**Shift Indicator**

A Shift Indicator light in the instrument cluster advises you when to change gear, helping you to use less fuel and encouraging a smoother driving style.

**Variable Nozzle Turbo**

All Euro Stage V engines come with the latest common-rail diesel technology to aid economy and refinement, and a Variable Nozzle Turbo (VNT) that boosts low-end torque, improves driveability and reduces emissions.

**All-wheel drive**

When the going gets tough, trust Ford Transit's advanced electronically-controlled all-wheel drive system to see you through with ease. Available on single rear wheel derivatives with the 125 PS 2.2 Duratorq TDCi Stage V engine – coupled to a 6-speed manual transmission – it is the ideal choice when extra traction is required in poor driving conditions, such as snow, rain, mud or gravel.

**Euro Stage V diesel engines**

2.2 Duratorq TDCi Stage V diesel engines are now available across the range.

**Ford Transit ECOPack**

Comprises Auto-Start-Stop system and 70 mph switchable Speed Limiter. (Option)

**Variable Nozzle Turbo**

Boosts engine torque and throttle response, for a more responsive drive. (Standard)

**Smart Regenerative Charging**

Helps keep the battery charged in the most efficient way – reducing the amount of fuel used.

**6-speed manual transmission**

Smooth-shifting 6-speed transmission results in fuel savings and more relaxed driving. (Standard)

**Coated diesel particulate filter (cDPF)**

Maintenance-free cDPF reduces exhaust particulate emissions. (Standard)





The power to deliver a top quality job is the key to success in any business. So our newly-developed range of Euro Stage V compliant engines, transmissions and drivetrains have been developed to withstand the rigours of working life.

Driven by the way you work

#### Why front-wheel drive?

- Lower kerbweight
- Greater payload
- Lower frame height
- Improved fuel economy

#### Engines (FWD)

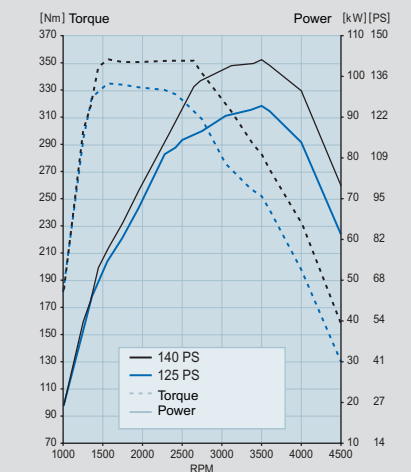
2.2 Duratorq TDCi Stage V engine, available in two power and torque configurations:

- 125 PS/330 Nm
- 140 PS/350 Nm

#### Transmission

- 6-speed manual transmission

#### Diesel (FWD)



#### Why rear-wheel drive?

- Versatile and traditional choice for Chassis Cabs
- Best suited for heavier duty applications
- Best payload latitude – the ability to cope with variable payload positions
- Ideally suited for towing applications
- Dual rear wheels are standard on all 3.5T GVM Chassis Cabs for improved traction and rear axle capacity
- Single rear wheels available for narrow bodywork

#### Engines (RWD)

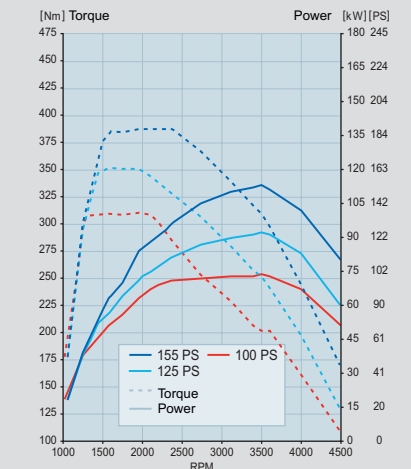
2.2 Duratorq TDCi Stage V engine, available in three power and torque configurations:

- 100 PS/310 Nm
- 125 PS/350 Nm
- 155 PS/385 Nm

#### Transmission

- 6-speed manual transmission

#### Diesel (RWD)



#### Why all-wheel drive?

- Additional traction in difficult driving conditions, such as loose surfaces or snow
- 'Intelligent' automatic system requires no driver input
- Under normal conditions drive is directed to just the rear wheels. In slippery conditions, the system increases drive to the front wheels to enhance traction
- Suited for rescue services or utility companies where field and track work is frequently undertaken

#### Engine (AWD)

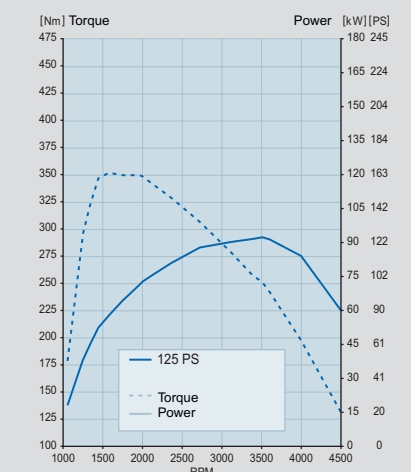
2.2 Duratorq TDCi Stage V engine:

- 125 PS/350 Nm

#### Transmission

- 6-speed manual transmission

#### Diesel (AWD)

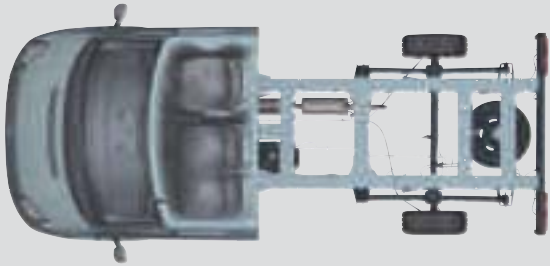
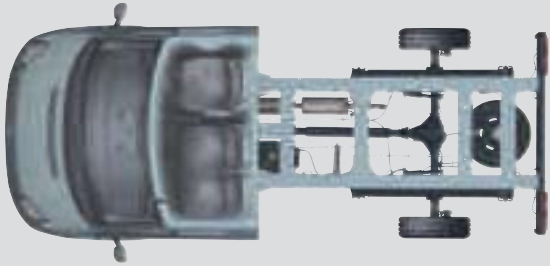


# Short wheelbase

The short wheelbase Ford Transit Chassis Cab combines a strong ladder-frame chassis with a choice of front or rear-wheel drive and now has a 3025kg gross vehicle mass.

## 300SWB Chassis Cab

- Front or rear-wheel drive
- Single rear wheels
- 3137 mm short wheelbase
- 2.85 metre/9 ft 4 in nominal internal body length
- 1282-1458 kg gross payload
- 3025 kg gross vehicle mass (GVM)
- 3500 kg maximum gross train mass (GTM) – FWD (SRW)
- 5025 kg maximum gross train mass (GTM) – RWD (SRW)
- Turning circle (kerb to kerb) 11.4m

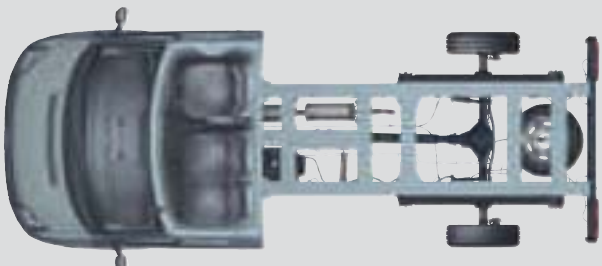
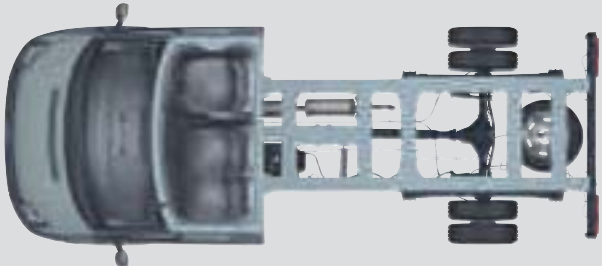
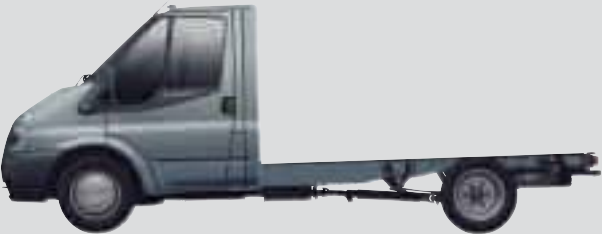


Choose your payload and your cab style with the hard-working medium wheelbase Ford Transit Chassis Cab.

# Medium wheelbase

## 350/HD350/460MWB Chassis Cab

- Rear-wheel drive with dual rear wheels (single rear wheels optional – 350 only)
- All-wheel drive with single rear wheels (350 only)
- 3504 mm wheelbase
- 3.2 metre/10 ft 6 in nominal internal body length
- 1661-1682 kg gross payload – 350 RWD (DRW)
- 1723-1855 kg gross payload – 350 RWD (SRW)
- 1668 kg gross payload – 350 AWD
- 1619 kg gross payload – HD350
- 2681 kg gross payload – 460
- 3500 kg or 4600 kg gross vehicle mass (GVM)
- 6500 kg maximum gross train mass (GTM), depending on engine/driveline combination
- Turning circle (kerb to kerb) 12.5 m





Long wheelbase

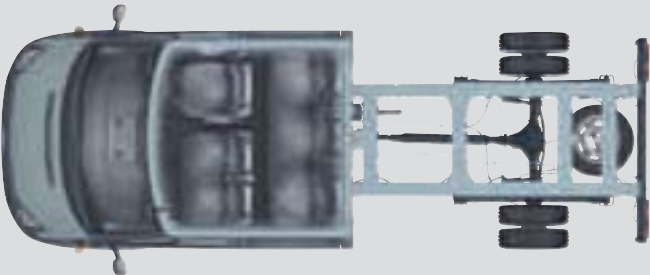
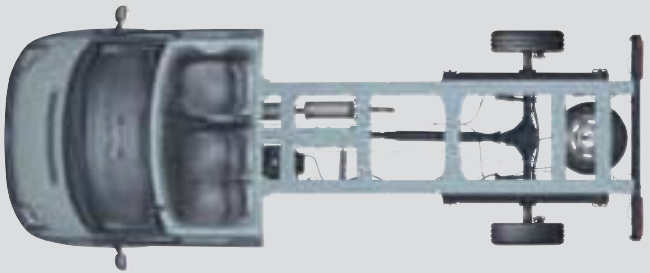
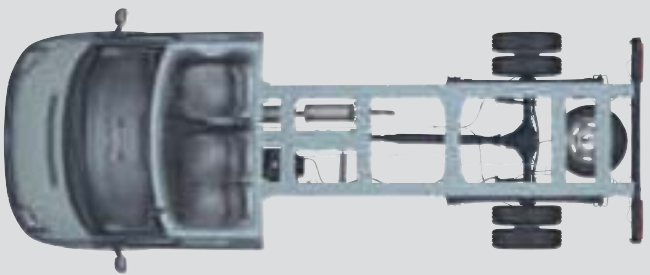
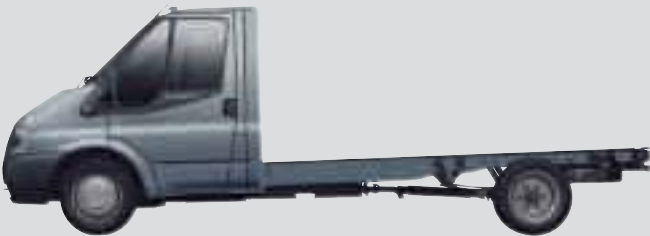
The long wheelbase Chassis Cab and Double Chassis Cab is the ideal basis for a wide range of platform conversions and body applications.

350 LWB  
Chassis Cab

- Rear-wheel drive with dual rear wheels (single rear wheel optional – 350 only)
- 3954 mm wheelbase
- 3.66 m/12 ft nominal body length
- 1631-1652 kg gross payload – 350 RWD (DRW)
- 1691-1712 kg gross payload – 350 RWD (SRW)
- 3500 kg gross vehicle mass (GVM)
- 6300 kg maximum gross train mass (GTM), depending on engine/drive-line combination
- Turning circle (kerb to kerb) 13.9 m

350/HD350/460 LWB  
Chassis Double Cab

- Rear-wheel drive with dual rear wheels
- 3954 mm long wheelbase
- 2.85 metre/9 ft 4 in nominal internal body length
- 1555-1576 kg gross payload – 350
- 1512 kg gross payload – HD350
- 2573 kg gross payload – 460
- 3500 kg or 4600 kg gross vehicle mass (GVM)
- 6500 kg maximum gross train mass (GTM), depending on engine/driveline combination
- Turning circle (kerb to kerb) 13.9 m



For the greatest frame length and load-carrying ability, look no further than the accommodating Ford Transit Chassis Cab long wheelbase EF.

Long wheelbase  
extended frame

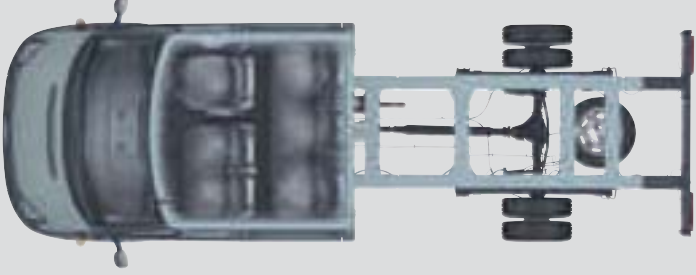
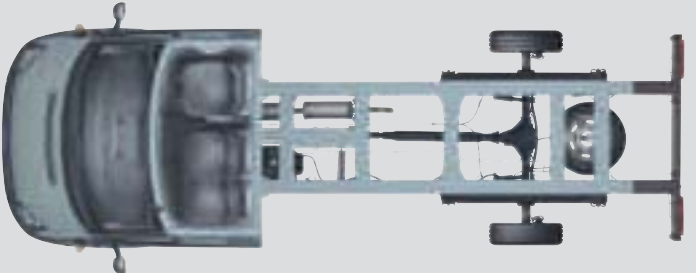
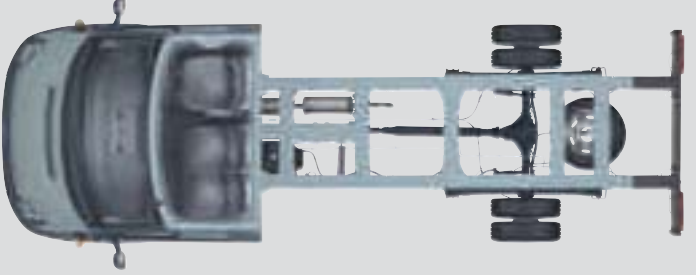
350/HD350/460 EF  
Chassis Cab

- Rear-wheel drive with dual rear wheels (single rear wheel optional – 350 only)
- Front-wheel drive with single rear wheels (350 only)
- 3954 mm long wheelbase extended frame
- 4.06 metre/13 ft 4 in nominal internal body length
- 1666-1771 kg gross payload – 350 (SRW)
- 1606-1627 kg gross payload – 350 (DRW)
- 1563 kg gross payload – HD350
- 2625 kg gross payload – 460
- 3500 kg or 4600 kg gross vehicle mass (GVM)

- 6500 kg maximum gross train mass (GTM), depending on engine/driveline combination
- Turning circle (kerb to kerb) 13.9 m

350 EF/HD350/460 EF  
Chassis Double Cab

- Rear-wheel drive with dual rear wheels
- 3954 mm long wheelbase extended frame
- 3.2 metre/10 ft 6 in nominal internal body length
- 1525-1546 kg gross payload – 350
- 1483 kg gross payload – HD350
- 2543 kg gross payload – 460
- 3500 kg, or 4600 kg gross vehicle mass (GVM)
- 6500 kg maximum gross train mass (GTM), depending on engine/drivetrain combination
- Turning circle (kerb to kerb) 13.9 m





# Transit Chassis Cab

The Ford Transit Chassis Cab is surprisingly well equipped for the most affordable model in the range. Its superbly designed instrument panel and generous stowage features reinforce the high level of quality and craftsmanship to be found throughout the entire vehicle.



## Exterior features

- Tinted glass
- Heated front windscreen
- Electrically-operated windows
- Daytime running lights
- Silver-finish front grille
- Remote central locking
- Hub caps on front wheels

## Interior features

- Model 6000 RDS stereo radio/CD player with auxiliary MP3 connector and steering column-mounted controls
- Driver's and passenger's side facia-top stowage compartments with lids
- 12-volt power point on driver's side
- Central storage for A4 binder or clipboard
- Passenger's side open storage bin
- Centre-mounted car park ticket/toll holder
- Facia-mounted swivelling tray with two cup holders and pen slot
- Glovebox with rails designed to take A4 hanging files
- Two 2-litre bottle holders
- Driver's side door pocket
- Height-adjustable passenger seat belt
- Heater with air recirculation feature

## Option packs available:

### Appearance Pack

- Body colour front bumper centre section
- Front fog lamps
- Full wheel covers (SRW only)
- Bodyside mouldings

### Trunk Pack

- Cruise control
- Leather-trimmed steering wheel with silver-effect spokes
- Trip computer
- Leather-trimmed gearshift knob

### Visibility Pack

- Electrically-operated and heated door mirrors
- Front fog lights
- Automatic headlights
- Rain-sensing front wipers
- Instrument panel dimmer





Vehicles shown (from left to right): Ford Transit One-Stop 1-way Tipper in Blazer Blue solid paint; Ford Transit One-Stop CurtainSlider; Ford Transit One-Stop Box Van

The Ford Transit is renowned for its versatility and flexibility, and 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.







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.

## One-Stop 1-way Tipper

Tipperers are expected to operate in adverse conditions and 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 under seat stowage or no crew seating with windowless rear crew 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 drivers seat, with a joystick controlling 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 Dealer\*. Typical options include polytarps, toolboxes, amber beacons, tow bars with a range of ball or clevis couplings 7, 7+7, or 13 pin electrical sockets, chevrons, ply or polypropylene load liners and rear light guards.

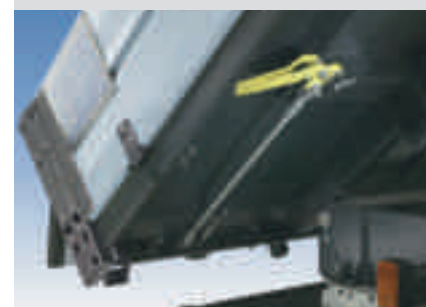
Together, they enable the vehicle to be tailored to meet the specific demands of the operator, saving you both time and money.

### Features include:

- 1-way rear tipping capability
- Top and Bottom hinged tailboard standard
- Available on 350 MWB Chassis Cab and 350 LWB Double Cab
- Powder coated, hot dipped galvenised 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
- 5 stage chrome plated underfloor ram
- 2kW electro-hydraulic power pack
- 45 degree tip angle
- TÜV 2006/42/EC, 2009/19/EC conformity approved
- 3 year 100,000 mile warranty



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



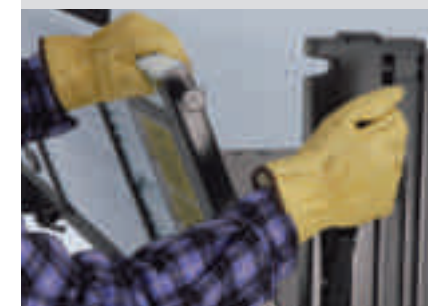
Sequenced hydraulic body hold down, fully automatic and controlled by hydraulic line pressures requiring no intervention by the operator.



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



Side pillar-mounted steel latches for sideboards and tailboard. Handle folds out of the way when unlatched and is removable for repair or replacement.



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



3.2 m/10ft 6in 350M.



2.85 m/9ft 4in 350L Double Cab.





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.

## One-Stop 3-way Tipper

The 3-Way Tipper represents the ultimate in site vehicle versatility, especially useful with restricted access sites. 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, to help 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° retaining chains
- TÜV certification for safety and production conformity

Standard hand held remote pendant wander lead handset. Plugs into socket below drivers seat giving the operator control when side tipping.



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 gimble with electrical limit switch's 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 body to facilitate secure sheeting of loads.



Pivot pins control the tip configuration by locking or releasing ball and socket body pivots.



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



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



3.2m/10ft 6in 350M.



2.85m/9ft 4in 350L Double Cab.





## 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 1,358 kg, and body lengths from 2.85 metres to 4.06 metres, there is a model to suit most operating needs.

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

A generous number of load anchor points are available both 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



2.85 m/9 ft 4 in 300S.



3.22 m/10 ft 6 in 350M.



3.67 m/12 ft 350L.



4.06 m/13 ft 4 in 350EF.



2.85 m/9 ft 4 in 350L Double Cab.



3.22 m/10 ft 6 in 350EF Double Cab.

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



Fold out steps allow access with sideboards lowered



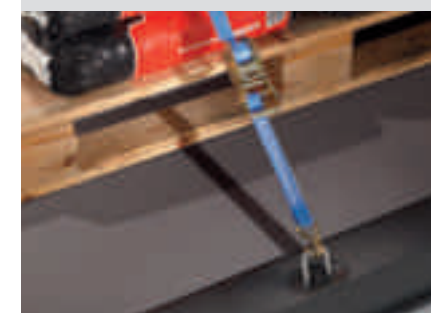
Easy-to-operate overcentre cam latches provide secure board retention.



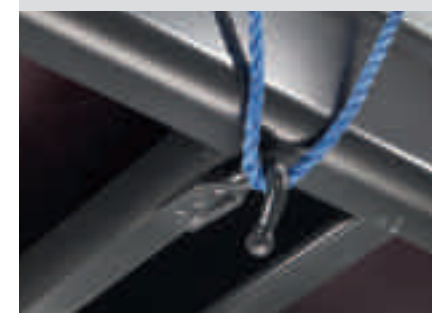
Strong tubular steel headboard provides protection to cab and facilitates ladder carriage when required.



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



Underfloor-mounted hooks for securing load sheets.







## One-Stop CurtainSlider

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 the Distribution and Just-in-Time industries, where productivity and load turn-around are critical.

The CurtainSlider provides superb access to the load deck, giving maximum flexibility in loading and unloading from three sides of the load area, whether it be fast access to the load from the sides using Fork Trucks, or load bay access via the rear doors. The sliding design of the curtains ensure the curtains 'pleat' efficiently when opened giving maximum access width to the load area, once unloaded any remaining load can be accessed by pulling the curtain to the other end of the body.

The standard aero-pack significantly reduces drag, improving journey times, fuel economy and driver fatigue. 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 4.0m internal bodylength and with a choice of 125PS or 155PS Duratorq TDCi diesel engines, the Ford Transit Curtainside provides one of the finest distribution vehicles available.

### Features include:

- 18mm resin bonded ply floor
- Translucent GRP Roof
- GRP overcab air dam and side streamers (frozen white only)
- Integral box section aluminium curtain stiffeners
- Roller bearing top runners
- Locking curtains and rear Doors
- 270 rear doors with retainers
- Powder coat aluminium rear door panels (frozen white only)
- Mid blue curtains fitted as standard, all cab colours optional

Optional bump strip helps reduce damage from Fork Trucks.



Curtain retainers built into curtain lower runner.



Lockable rear door handle with top and bottom latch.



Telescopic rear door retainers hold doors safely in the 270° position. Brolly handle retainers rotate and stow under the load deck when not in use.



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



Interior 50W Halogen worklamp mounted on a ball and socket joint can be repositioned to suit lighting requirements.



Optional flush fitting grab handles.



Optional bulkhead load-loc rail and additional lath's, 6 fitted as standard.



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



Rear.

Optional internal equipment shown.

4.0m/13ft 1 in 350 EF – optional equipment shown.





3.6 m/11ft 9in 350L.



4.0 m/13ft 1in 350EF.

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

## One-Stop Box Van

The steel rear door frame has been designed for optional Tail-lift installation at the time of build, or as a retro-fit should the vehicles function change at a later date. A flat load floor with a generous rear aperture ensures the loadspace can be used to its maximum potential.

To help restrain the load an innovative load restraint system has been developed utilising telescopic load poles that can be positioned anywhere along the length of the body at four heights, this system in addition to the traditional ratchet straps gives maximum load restraint flexibility and safety.

A range of optional bodywork equipment provides true flexibility in specification can be specified to tailor the body to your requirements. To gain maximum access to the load area, a lightweight pillar tail-lift will provide convenient access for heavier loads.

With a choice of 125PS or 155PS 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 Van makes perfect sense all-round.

### Features include:

- 3.6m and 4.0m internal body lengths
- 15.5 cu.m and 17.2 cu.m loadspace
- Slam shut, lockable uPVC slat shutter
- Internal emergency rear door release
- 15mm phenolic resin-bonded one piece plywood floor
- Full-width aluminium rear step
- Internal side wall mounted load restraint rails
- 3 telescopic load retention poles supplied as standard
- Full height internal access grab handle
- Body finished in Frozen White only

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



Grab handle and step.



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



Multi position, telescopic load retention poles.



Wide slat rear shutter gives maximum internal headroom.



Load anchorage points located in the lower rail.





# Making life easy

Our range of finance, insurance, service and assistance options is designed with just one thing in mind – making life easy for you.

## Commercial Vehicle Finance

At Ford, we can help you find the right vehicle to suit your needs, whether its for business or pleasure. Our wide range of competitive finance products can help you get on the road – quickly and easily.

### Ford Credit

Provides a range of traditional finance products for customers who are interested in Commercial Vehicle ownership.

### Ford Lease

Specialises in contract hire and leasing and provides an alternative range of finance products aimed at business customers (business users only).

Both are part of one of the world's biggest names in automotive finance, and can offer you affordable, flexible and innovative products.

**Ford Insure\*\*** is our comprehensive commercial vehicle insurance product designed especially for Ford drivers.

For more information visit [www.fordinsure.co.uk](http://www.fordinsure.co.uk) or call Ford Insure 0800 0480 957

Important information:  
Ford Credit : Finance subject to status. Guarantees may be required. Freeport Ford Credit.

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## Services

There are 222 Sales and 245 Aftersales Ford Transit Specialist Dealers across the UK, equipped and trained to meet Commercial Vehicle customer requirements. From these, 113 Sales and 95 Aftersales Dealers have achieved the 'Backbone standard' as recognition of their total commitment to delivering dedicated and professional sales and service support.

To find the location of your nearest Ford Transit Specialist Dealer, simply call the Ford Information Service on 0845 7111 888, or visit the Ford Dealer locator at **[www.fordvans.co.uk](http://www.fordvans.co.uk)**

**Ford Protect** Every new Ford Fiesta Van is protected by a 3-year/ 60,000-mile Ford Protect Classic Warranty Plan, and also comes with a 1-year Ford Assistance package.

Ford Ranger is protected by a 3-year/60,000 mile Ford Protect Classic Warranty Plan.

Ford Transit, Transit Custom and Transit Connects are protected by a 3-year/ 100,000-mile bumper-to-bumper warranty.

Ford Transit Chassis Cab One-Stop bodywork is covered by a 3-year/100,000-mile warranty and a 3-year Perforation Warranty provided by the bodywork supplier.

**Ford Perforation Warranty** All New Ranger, Transit Custom and Fiesta Van are covered by the Ford Perforation Warranty for 12 years from the date of first registration. Ford Transits, produced from the 1st March 2012, are covered by 12 years from the date of first registration. Ford Transit Connect and Tourneo Connect are covered for 10 years from the date of first registration. Subject to terms and conditions. Please see your Ford Transit Specialist Dealers for details.

**Ford Assistance** Ford Transit, Transit Custom, Transit Connects and Rangers are supplied with a minimum of a 1-year Ford Assistance roadside package. Further details are available either on **[www.ford.co.uk](http://www.ford.co.uk)** or from your local Ford Dealer.

**Ford Rapid Fit** Our 'no appointments necessary, while-you-wait' fast-fit service for exhausts, brakes, batteries and more, at over 240 sites nationally.

**Ford Accident Repair Centres** Approved Ford Accident Repair Centres meet rigorous Ford standards and are the best place to return your vehicle to its pre-accident condition.

## Contacts

**Ford Customer Relationship Centre** In the unlikely event that your Ford Dealer can't help you or if you need to speak to us directly, call 0845 841 1111 at local rates.

**Ford Rental** – local service nationwide Car and van rental from our latest model range. Contact your local Ford Dealer for more information.

**Talkback** – the company car drivers' club This is your club for extended test drives, special events, and advice on tax and buying issues. Join free, even if you don't drive a Ford, on **[www.talkbackclub.com](http://www.talkbackclub.com)** or call 0845 605 55 66.

**Ford Mobility** Our MAGIC care centre provides free information on all motoring and mobility issues, including special offers for HRDLA and Motability recipients. Call free on 0800 240 241.

©Subject to terms and conditions.

# Ford ECOnetic Technology

The Ford ECOnetic Technology initiative is designed to reduce the cost of running your vehicle through improved fuel economy and lower CO<sub>2</sub> emissions without compromising on style, performance or driving quality.

### Affordable and available now

Significant advances in the efficiency of our engines and other innovations such as those shown below combine to help improve performance and fuel economy, and help you to adjust your driving style to achieve further savings\*. Many of these technologies have been combined in the Ford Transit ECOnetic model, which achieves an impressive 173 g/km CO<sub>2</sub> with no loss of capacity or performance. The scope of the Ford ECOnetic Technology initiative has recently been expanded to include electric, hybrid-electric and plug-in hybrid-electric vehicles, as well as company-wide sustainability programmes.

### Creating a cleaner tomorrow

At Ford, we've been quietly getting on with the job of reducing our impact on the environment. For example, solar/photovoltaic panels on the roof of our Bridgend engine plant in Wales generate enough power to light an area of around 10,000 square metres, and to reduce landfill, almost 300 parts used in Ford vehicles manufactured in Europe are made from recycled non-metallic materials – potentially avoiding 17,000 tonnes of waste every year.

If you would like to know more, logon to: **[www.ford.co.uk/FordECOneticTechnology](http://www.ford.co.uk/FordECOneticTechnology)**

\*The availability of Ford ECOnetic Technology varies by model in the Ford commercial vehicle range. Please ask your Ford Dealer for details

CVS

### Smart Regenerative Charging

Helps keep the battery charged in the most efficient way – reducing the amount of fuel used.

### Ford Auto-Start-Stop

Automatically switches off the engine when you come to a halt and restarts smoothly when you want to move off, reducing fuel consumption and CO<sub>2</sub> emissions by up to ten per cent.

### New Duratorq TDCi Stage V engines

Engineered to meet stringent EU Stage V emissions standards, these highly fuel-efficient engines are offered with an impressive choice of power and torque outputs.

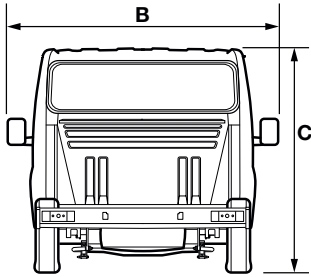
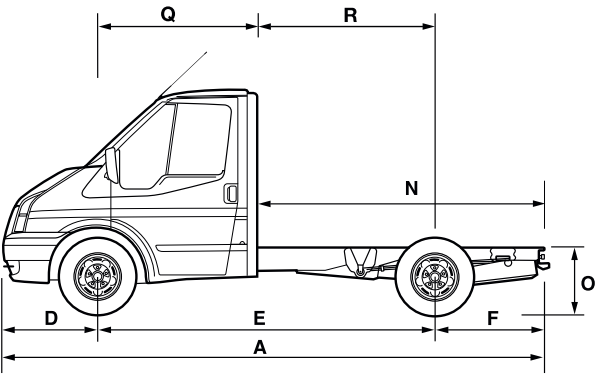
### Shift Indicator

A light in the instrument cluster tells you when to shift gears, helping you to use less fuel while also encouraging a smoother driving style (available on all diesel models).





Ford Transit Chassis Cab SWB



Dimensions (mm)

	SWB Chassis Cab Rear Wheel Drive	SWB Chassis Cab Front Wheel Drive
A Overall length (including crossmember)	5114	5114
B Overall width across	2374	2374
	1974	1974
	1945	1930
C Overall height*	2032-2035	1974-2030
D Front overhang	933	933
E Wheelbase	3137	3137
F Rear overhang	1044	1044
N Chassis frame length (without crossmember)	2675	2675
Chassis frame length (with crossmember)	2775	2775
O Floor/chassis frame height*	748-751	666-735
Q Front axle to back of cab	1406	1406
R Back of cab to rear axle	1731	1731
Turning circle (m)		
Kerb to kerb	11.4	11.4
Wall to wall	12.1	12.1

**Key:** All dimensions (shown in mm) are subject to manufacturing tolerances and refer to minimum specification models not including additional equipment. \*Height dimensions show the range of models at minimum kerb mass. These illustrations are for guidance only. All bodywork and equipment must be fitted in accordance with the Transit Body and Equipment Mounting Manual.

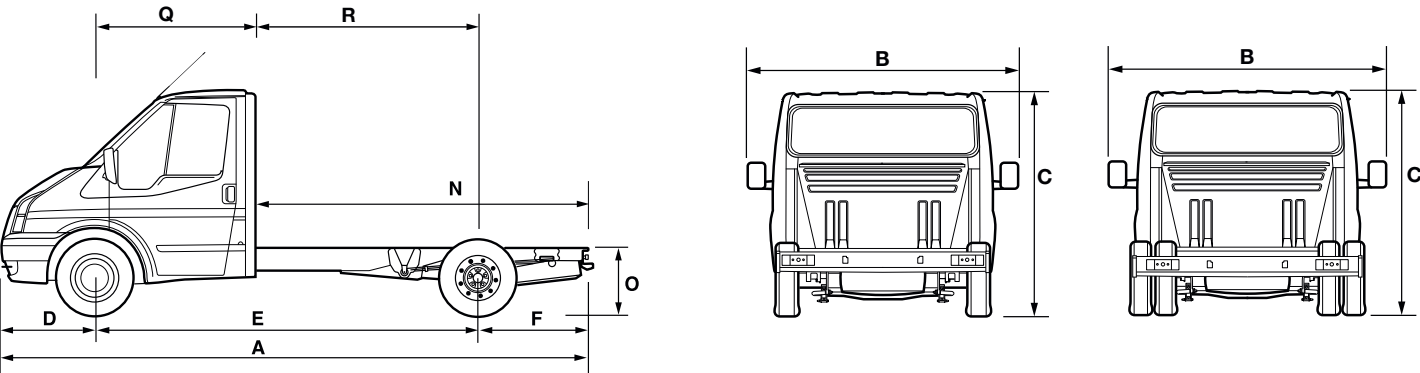
Weights and loads

	Driveline	Payload (gross) (kg) <sup>o</sup>	Gross vehicle mass (kg)	Kerb mass* (kg)	Front axle plated mass (kg)	Front axle kerb mass (kg)	Rear axle plated mass (kg)	Rear axle kerb mass (kg)	Axle ratio <sup>oo</sup>	Max. GTM (kg) <sup>y</sup>
300 SWB Chassis Cab SRW										
2.2 TDCi 125 PS (92 kW)	FWD	1458	3025	1567	1600	1144	1760	423	4.36	3500
2.2 TDCi 100 PS (74 kW)	RWD	1282	3025	1743	1600	1191	1850	552	3.58	5025
2.2 TDCi 100 PS (74 kW)	RWD	1282	3025	1743	1600	1191	1850	552	3.91	5025

**SWB** = Short wheelbase. **SRW** = Single rear wheels. **FWD** = Front-wheel Drive, **RWD** = Rear-wheel Drive. <sup>o</sup>**Gross payload** = Gross vehicle mass, less kerb mass. **GVM** = Gross vehicle mass. The total permissible all-up weight of a rigid vehicle – i.e. with body, payload, ancillaries, fuel, oil, water, driver and crew. **\*Kerb mass** = The weight of the complete vehicle and all equipment including fuel and water, but without payload, driver or any crew. **GTM** = Gross train mass. The total permissible all-up weight of a rigid vehicle (see GVM) together with its trailer and load. All kerb masses quoted in this brochure are subject to manufacturing tolerances and are for Base models with minimum equipment. Trend models will have greater kerb masses and, therefore, lower payloads due to the increased amount of standard equipment. Any additional options specified on the vehicle will reduce the payload accordingly. <sup>oo</sup>The illustrated rear axle ratio shown is one example of what is available dependent upon model, payload and engine combination. Alternative ratios are available, in most cases, for more specialised applications. Different GTMs available with alternative rear axle ratios. Please consult your Ford Dealer for details. <sup>y</sup>With quoted axle ratio.



Ford Transit Chassis Cab MWB



Dimensions (mm)

	MWB Chassis Cab Front Wheel Drive	MWB Chassis Cab Rear Wheel Drive
<b>A</b> Overall length	5481	5481
<b>B</b> Overall width across <ul style="list-style-type: none"> <li>– mirrors</li> <li>– cab</li> <li>– standard DRW 185 section rear tyres</li> <li>– SRW 215 section rear tyres (standard FWD, optional RWD)</li> <li>– standard DRW 195 section rear tyres</li> </ul>	2492 1974  1967	2492 1974 2052 1967 2068
<b>C</b> Overall height*	1969-2017	2023-2035
<b>D</b> Front overhang	933	933
<b>E</b> Wheelbase	3504	3504
<b>F</b> Rear overhang	1044	1044
<b>N</b> Chassis frame length (without crossmember)	3042	3042
Chassis frame length (with crossmember)	3142	3142
<b>O</b> Floor/chassis frame height*	661-728	741-762
<b>Q</b> Front axle to back of cab	1406	1406
<b>R</b> Back of cab to rear axle	2098	2098
<b>Turning circle (m)</b>		
Kerb to kerb	12.5	12.5
Wall to wall	13.1	13.1

**Key:** All dimensions (shown in mm) are subject to manufacturing tolerances and refer to minimum specification models and not including additional equipment.  
 \*Height dimensions show the range of models at minimum kerb mass. These illustrations are for guidance only. All bodywork and equipment must be fitted in accordance with the Transit Body and Equipment Mounting Manual.

Weights and loads

	Driveline	Payload (gross) (kg) <sup>o</sup>	Gross vehicle mass (kg)	Kerb mass* (kg)	Front axle plated mass (kg)	Front axle kerb mass (kg)	Rear axle plated mass (kg)	Rear axle kerb mass (kg)	Axle ratio <sup>oo</sup>	Max. GTM (kg) <sup>y</sup>
<b>350 MWB Chassis Cab SRW</b>										
2.2 TDCi 125 PS (92 kW)	FWD	1855	3500	1645	1750	1193	2250	452	4.93	5500
2.2 TDCi 140 PS (103 kW)	FWD	1855	3500	1645	1750	1193	2250	452	4.93	5500
2.2 TDCi 100 PS (74 kW)	RWD	1743	3500	1757	1750	1212	2250	545	3.58	5500
2.2 TDCi 100 PS (74 kW)	RWD	1743	3500	1757	1750	1212	2250	545	3.91	6000
2.2 TDCi 125 PS (92 kW)	RWD	1743	3500	1757	1750	1212	2250	545	3.58	5500
2.2 TDCi 125 PS (92 kW)	RWD	1743	3500	1757	1750	1212	2250	545	3.91	6000
2.2 TDCi 125 PS (92 kW)	AWD	1668	3500	1832	1750	1276	2250	556	3.91	6300
2.2 TDCi 155 PS (114 kW)	RWD	1723	3500	1777	1750	1209	2250	568	3.58	5500
2.2 TDCi 155 PS (114 kW)	RWD	1723	3500	1777	1750	1209	2250	568	3.91	6300

**MWB** = Medium wheelbase. **SRW** = Single rear wheels. **FWD** = Front-wheel Drive, **RWD** = Rear-wheel Drive, **AWD** = All-wheel Drive. <sup>o</sup>**Gross payload** = Gross vehicle mass, less kerb mass. **GVM** = Gross vehicle mass. The total permissible all-up weight of a rigid vehicle – i.e. with body, payload, ancillaries, fuel, oil, water, driver and crew. <sup>y</sup>**Kerb mass** = The weight of the complete vehicle and all equipment including fuel and water, but without payload, driver or any crew. **GTM** = Gross train mass. The total permissible all-up weight of a rigid vehicle (see GVM) together with its trailer and load. All kerb masses quoted in this brochure are subject to manufacturing tolerances and are for Base models with minimum equipment. Trend models will have greater kerb masses and, therefore, lower payloads due to the increased amount of standard equipment. Any additional options specified on the vehicle will reduce the payload accordingly. <sup>oo</sup>The illustrated rear axle ratio shown is one example of what is available dependent upon model, payload and engine combination. Alternative ratios are available, in most cases, for more specialised applications. Different GTMs available with alternative rear axle ratios. Please consult your Ford Dealer for details. <sup>a</sup>With quoted axle ratio.

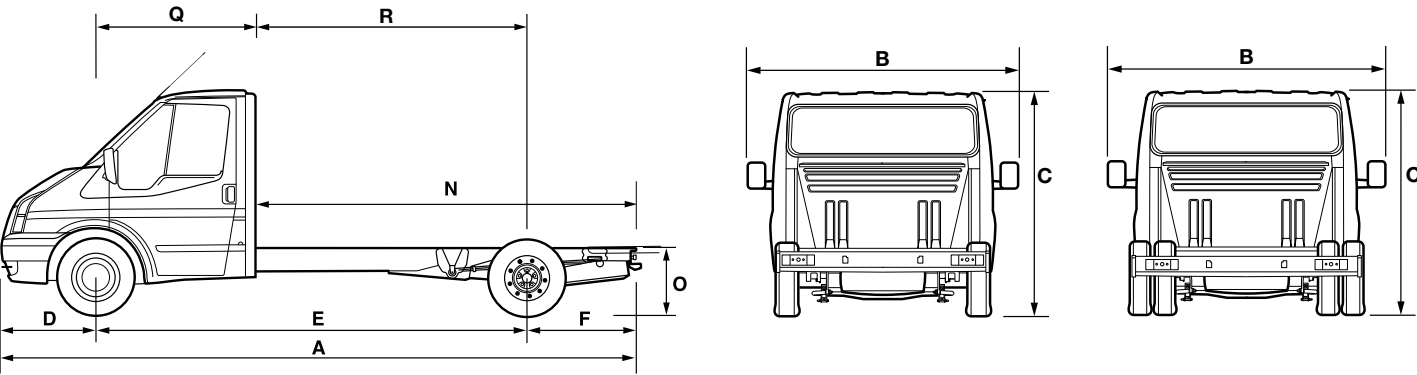
Weights and loads

	Driveline	Payload (gross) (kg) <sup>o</sup>	Gross vehicle mass (kg)	Kerb mass* (kg)	Front axle plated mass (kg)	Front axle kerb mass (kg)	Rear axle plated mass (kg)	Rear axle kerb mass (kg)	Axle ratio <sup>oo</sup>	Max. GTM (kg) <sup>y</sup>
<b>350 MWB Chassis Cab DRW</b>										
2.2 TDCi 100 PS (74 kW)	RWD	1682	3500	1818	1750	1228	2450	590	3.58	5500
2.2 TDCi 100 PS (74 kW)	RWD	1682	3500	1818	1750	1228	2450	590	3.91	6000
2.2 TDCi 125 PS (92 kW)	RWD	1682	3500	1818	1750	1228	2450	590	3.58	5500
2.2 TDCi 125 PS (92 kW)	RWD	1682	3500	1818	1750	1228	2450	590	3.91	6000
2.2 TDCi 155 PS (114 kW)	RWD	1661	3500	1839	1750	1225	2450	614	3.58	5500
2.2 TDCi 155 PS (114 kW)	RWD	1661	3500	1839	1750	1225	2450	614	3.91	6300
<b>350HD MWB Chassis Cab DRW</b>										
2.2 TDCi 155 PS (114 kW)	RWD	1619	3500	1881	1850	1236	2600	645	3.91	6500
<b>460 MWB Chassis Cab DRW</b>										
2.2 TDCi 155 PS (114 kW)	RWD	2681	4600	1919	1850	1261	3300	658	3.91	6500

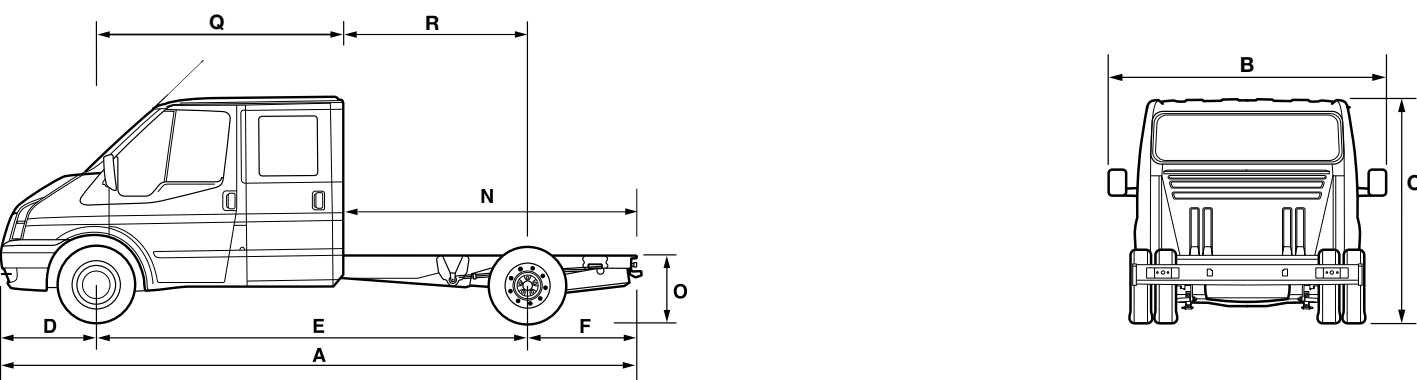
**MWB** = Medium wheelbase. **DRW** = Double rear wheels. **FWD** = Front-wheel Drive, **RWD** = Rear-wheel Drive, **AWD** = All-wheel Drive. <sup>o</sup>**Gross payload** = Gross vehicle mass, less kerb mass. **GVM** = Gross vehicle mass. The total permissible all-up weight of a rigid vehicle – i.e. with body, payload, ancillaries, fuel, oil, water, driver and crew. <sup>y</sup>**Kerb mass** = The weight of the complete vehicle and all equipment including fuel and water, but without payload, driver or any crew. **GTM** = Gross train mass. The total permissible all-up weight of a rigid vehicle (see GVM) together with its trailer and load. All kerb masses quoted in this brochure are subject to manufacturing tolerances and are for Base models with minimum equipment. Trend models will have greater kerb masses and, therefore, lower payloads due to the increased amount of standard equipment. Any additional options specified on the vehicle will reduce the payload accordingly. <sup>oo</sup>The illustrated rear axle ratio shown is one example of what is available dependent upon model, payload and engine combination. Alternative ratios are available, in most cases, for more specialised applications. Different GTMs available with alternative rear axle ratios. Please consult your Ford Dealer for details. <sup>a</sup>With quoted axle ratio.



Ford Transit Chassis Cab LWB



Ford Transit Chassis Double Cab LWB



Dimensions (mm)

	LWB Chassis Cab Rear Wheel Drive	LWB Chassis Double Cab Rear Wheel Drive
<b>A</b> Overall length (including crossmember)	5931	5931
<b>B</b> Overall width across <ul style="list-style-type: none"> <li>– mirrors</li> <li>– cab</li> <li>– standard DRW 185 section rear tyres</li> <li>– optional SRW 215 section tyres</li> <li>– standard DRW 195 section rear tyres – 460, HD350 or regular 350 with optional 1850Kg front axle</li> </ul>	2492 1974 2052 1967 2068	2492 1974 2052 1967 2068
<b>C</b> Overall height*	2018-2031	2016-2031
<b>D</b> Front overhang	933	933
<b>E</b> Wheelbase	3954	3954
<b>F</b> Rear overhang (including rear light crossmember)	1048	1048
<b>N</b> Chassis frame length (without crossmember)	3492	2675
Chassis frame length (with crossmember)	3592	2775
<b>O</b> Floor/chassis frame height*	733-748	736-747
<b>Q</b> Front axle to back of cab	1406	2223
<b>R</b> Back of cab to rear axle	2548	1731
<b>Turning circle (m)</b>		
Kerb to kerb	13.9	13.9
Wall to wall	14.5	14.5

**Key:** All dimensions (shown in mm) are subject to manufacturing tolerances and refer to minimum specification models and not including additional equipment.

\*Height dimensions show the range of models at minimum kerb mass. These illustrations are for guidance only. All bodywork and equipment must be fitted in accordance with the Transit Body and Equipment Mounting Manual.

Weights and loads

	Driveline	Payload (gross) (kg) <sup>o</sup>	Gross vehicle mass (kg)	Kerb mass* (kg)	Front axle plated mass (kg)	Front axle kerb mass (kg)	Rear axle plated mass (kg)	Rear axle kerb mass (kg)	Axle ratio <sup>oo</sup>	Max. GTM (kg) <sup>y</sup>
<b>350 LWB Chassis Cab SRW</b>										
2.2 TDCi 100 PS (74 kW)	RWD	1712	3500	1788	1750	1237	2250	551	3.58	5500
2.2 TDCi 100 PS (74 kW)	RWD	1712	3500	1788	1750	1237	2250	551	3.91	6000
2.2 TDCi 125 PS (92 kW)	RWD	1712	3500	1788	1750	1237	2250	551	3.58	5500
2.2 TDCi 125 PS (92 kW)	RWD	1712	3500	1788	1750	1237	2250	551	3.91	6000
2.2 TDCi 155 PS (114 kW)	RWD	1691	3500	1809	1750	1235	2250	574	3.58	5500
2.2 TDCi 155 PS (114 kW)	RWD	1691	3500	1809	1750	1235	2250	574	3.91	6300

**LWB** = Long wheelbase. **SRW** = Single rear wheels. **FWD** = Front-wheel Drive, **RWD** = Rear-wheel Drive. <sup>o</sup>**Gross payload** = Gross vehicle mass, less kerb mass. **GVM** = Gross vehicle mass. The total permissible all-up weight of a rigid vehicle – i.e. with body, payload, ancillaries, fuel, oil, water, driver and crew. **\*Kerb mass** = The weight of the complete vehicle and all equipment including fuel and water, but without payload, driver or any crew. **GTM** = Gross train mass. The total permissible all-up weight of a rigid vehicle (see GVM) together with its trailer and load. All kerb masses quoted in this brochure are subject to manufacturing tolerances and are for Base models with minimum equipment. Trend models will have greater kerb masses and, therefore, lower payloads due to the increased amount of standard equipment. Any additional options specified on the vehicle will reduce the payload accordingly. <sup>oo</sup>The illustrated rear axle ratio shown is one example of what is available dependent upon model, payload and engine combination. Alternative ratios are available, in most cases, for more specialised applications. Different GTMs available with alternative rear axle ratios. Please consult your Ford Dealer for details. <sup>y</sup>With quoted axle ratio.

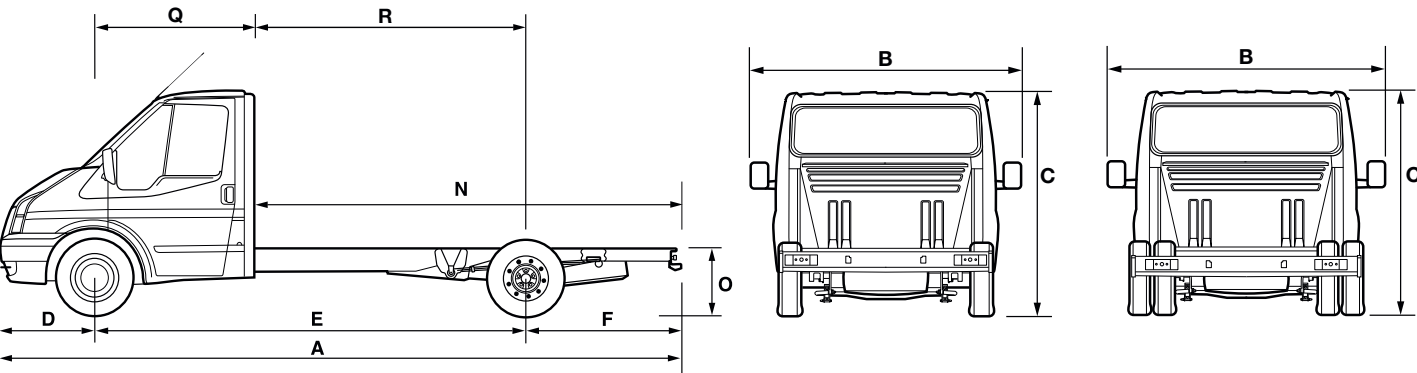
Weights and loads

	Driveline	Payload (gross) (kg) <sup>o</sup>	Gross vehicle mass (kg)	Kerb mass* (kg)	Front axle plated mass (kg)	Front axle kerb mass (kg)	Rear axle plated mass (kg)	Rear axle kerb mass (kg)	Axle ratio <sup>oo</sup>	Max. GTM (kg) <sup>y</sup>
<b>350 LWB Chassis Cab DRW</b>										
2.2 TDCi 100 PS (74 kW)	RWD	1652	3500	1848	1750	1255	2450	593	3.58	5500
2.2 TDCi 100 PS (74 kW)	RWD	1652	3500	1848	1750	1255	2450	593	3.91	6000
2.2 TDCi 125 PS (92 kW)	RWD	1652	3500	1848	1750	1255	2450	593	3.58	5500
2.2 TDCi 125 PS (92 kW)	RWD	1652	3500	1848	1750	1255	2450	593	3.91	6000
2.2 TDCi 155 PS (114 kW)	RWD	1631	3500	1869	1750	1252	2450	617	3.58	5500
2.2 TDCi 155 PS (114 kW)	RWD	1631	3500	1869	1750	1252	2450	617	3.91	6300
<b>350 LWB Chassis Double Cab DRW</b>										
2.2 TDCi 100 PS (74 kW)	RWD	1576	3500	1924	1750	1303	2450	621	3.58	5500
2.2 TDCi 100 PS (74 kW)	RWD	1576	3500	1924	1750	1303	2450	621	3.91	6000
2.2 TDCi 125 PS (92 kW)	RWD	1576	3500	1924	1750	1303	2450	621	3.58	5500
2.2 TDCi 125 PS (92 kW)	RWD	1576	3500	1924	1750	1303	2450	621	3.91	6000
2.2 TDCi 155 PS (114 kW)	RWD	1555	3500	1945	1750	1300	2450	645	3.58	5500
2.2 TDCi 155 PS (114 kW)	RWD	1555	3500	1945	1750	1300	2450	645	3.91	6300
<b>350 HD LWB Chassis Double Cab DRW</b>										
2.2 TDCi 155 PS (114 kW)	RWD	1512	3500	1988	1850	1312	2600	676	3.91	6500
<b>460 LWB Chassis Double Cab DRW</b>										
2.2 TDCi 155 PS (114 kW)	RWD	2573	4600	2027	1850	1338	3300	689	3.91	6500

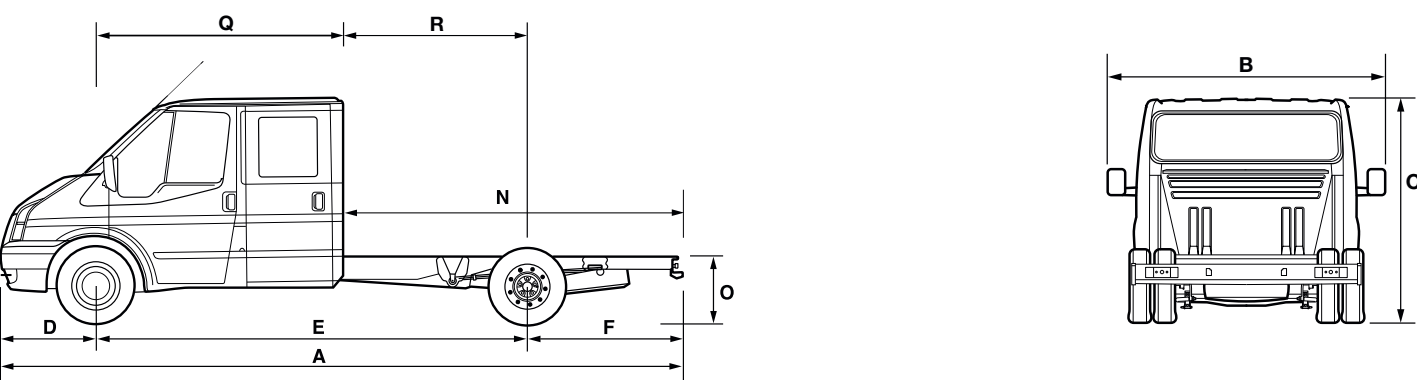
**LWB** = Long wheelbase, **DRW** = Double rear wheels. **FWD** = Front-wheel Drive, **RWD** = Rear-wheel Drive. <sup>o</sup>**Gross payload** = Gross vehicle mass, less kerb mass. **GVM** = Gross vehicle mass. The total permissible all-up weight of a rigid vehicle – i.e. with body, payload, ancillaries, fuel, oil, water, driver and crew. **\*Kerb mass** = The weight of the complete vehicle and all equipment including fuel and water, but without payload, driver or any crew. **GTM** = Gross train mass. The total permissible all-up weight of a rigid vehicle (see GVM) together with its trailer and load. All kerb masses quoted in this brochure are subject to manufacturing tolerances and are for Base models with minimum equipment. Trend models will have greater kerb masses and, therefore, lower payloads due to the increased amount of standard equipment. Any additional options specified on the vehicle will reduce the payload accordingly. <sup>oo</sup>The illustrated rear axle ratio shown is one example of what is available dependent upon model, payload and engine combination. Alternative ratios are available, in most cases, for more specialised applications. Different GTMs available with alternative rear axle ratios. Please consult your Ford Dealer for details. <sup>y</sup>With quoted axle ratio.



Ford Transit Chassis Cab LWB Extended Frame



Ford Transit Chassis Double Cab LWB Extended Frame



Dimensions (mm)

		LWB EF Chassis Cab		LWB EF Chassis Double Cab
		Rear Wheel Drive	Front Wheel Drive	Rear Wheel Drive
<b>A</b>	Overall length (including crossmember)	6319	6319	6319
<b>B</b>	Overall width across – mirrors	2492	2492	2492
	– cab	1974	1974	1974
	– standard DRW 185 section rear tyres	2052		2052
	– optional SRW 215 section tyres	1967	1967	1967
	– standard DRW 195 section rear tyres – 460, HD350 or regular 350 with optional 1850Kg front axle	2068		2068
<b>C</b>	Overall height*	2015-2030	2015-2030	2015-2030
<b>D</b>	Front overhang	933	933	933
<b>E</b>	Wheelbase	3954	3954	3954
<b>F</b>	Rear overhang (including rear light crossmember)	1427	1427	1427
<b>N</b>	Chassis frame length (without crossmember)	3880	3880	3058
	Chassis frame length (with crossmember)	3980	3980	3158
<b>O</b>	Floor/chassis frame height*	654-658	654-658	652-657
<b>Q</b>	Front axle to back of cab	1406	1406	2223
<b>R</b>	Back of cab to rear axle	2548	2548	1731
<b>Turning circle (m)</b>				
Kerb to kerb		13.9	13.9	13.9
Wall to wall		14.5	14.5	14.5

**Key:** All dimensions (shown in mm) are subject to manufacturing tolerances and refer to minimum specification models and not including additional equipment.  
\*Height dimensions show the range of models at minimum kerb mass. These illustrations are for guidance only. All bodywork and equipment must be fitted in accordance with the Transit Body and Equipment Mounting Manual.

Weights and loads

	Driveline	Payload (gross) (kg) <sup>o</sup>	Gross vehicle mass (kg)	Kerb mass* (kg)	Front axle plated mass (kg)	Front axle kerb mass (kg)	Rear axle plated mass (kg)	Rear axle kerb mass (kg)	Axle ratio <sup>oo</sup>	Max. GTM (kg) <sup>y</sup>
<b>350 LWB Chassis Cab Extended Frame SRW</b>										
2.2 TDCi 125 PS (92 kW)	FWD	1771	3500	1729	1750	1214	2250	515	4.93	5500
2.2 TDCi 140 PS (103 kW)	FWD	1771	3500	1729	1750	1214	2250	515	4.93	5500
2.2 TDCi 100 PS (74 kW)	RWD	1686	3500	1814	1750	1233	2300	581	3.58	5500
2.2 TDCi 100 PS (74 kW)	RWD	1686	3500	1814	1750	1233	2300	581	3.91	6000
2.2 TDCi 125 PS (92 kW)	RWD	1686	3500	1814	1750	1233	2300	581	3.58	5500
2.2 TDCi 125 PS (92 kW)	RWD	1686	3500	1814	1750	1233	2300	581	3.91	6000
2.2 TDCi 155 PS (114 kW)	RWD	1666	3500	1834	1750	1230	2300	604	3.58	5500
2.2 TDCi 155 PS (114 kW)	RWD	1666	3500	1834	1750	1230	2300	604	3.91	6300

**LWB EF** = Long wheelbase, extended frame. **SRW** = Single rear wheels. **FWD** = Front-wheel Drive, **RWD** = Rear-wheel Drive. <sup>o</sup>**Gross payload** = Gross vehicle mass, less kerb mass. **GVM** = Gross vehicle mass. The total permissible all-up weight of a rigid vehicle – i.e. with body, payload, ancillaries, fuel, oil, water, driver and crew. <sup>\*</sup>**Kerb mass** = The weight of the complete vehicle and all equipment including fuel and water, but without payload, driver or any crew. **GTM** = Gross train mass. The total permissible all-up weight of a rigid vehicle (see GVM) together with its trailer and load. All kerb masses quoted in this brochure are subject to manufacturing tolerances and are for Base models with minimum equipment. Trend models will have greater kerb masses and, therefore, lower payloads due to the increased amount of standard equipment. Any additional options specified on the vehicle will reduce the payload accordingly. <sup>oo</sup>The illustrated rear axle ratio shown is one example of what is available dependent upon model, payload and engine combination. Alternative ratios are available, in most cases, for more specialised applications. Different GTMs available with alternative rear axle ratios. Please consult your Ford Dealer for details. <sup>y</sup>With quoted axle ratio.

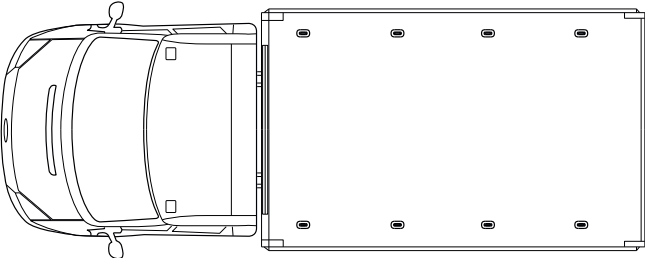
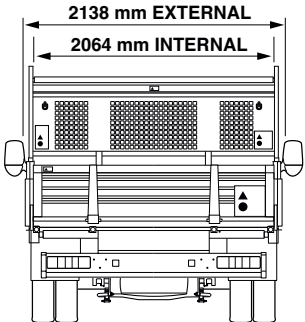
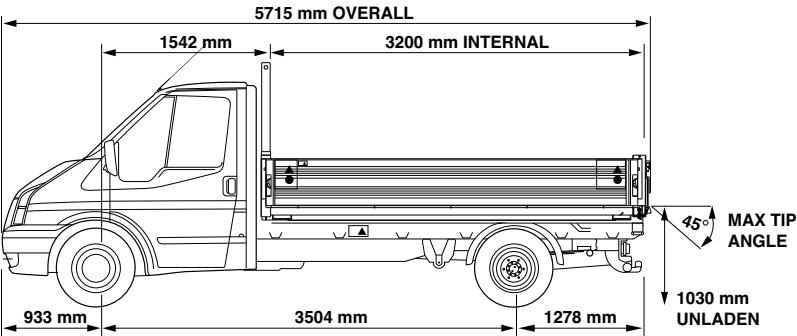
Weights and loads

	Driveline	Payload (gross) (kg) <sup>o</sup>	Gross vehicle mass (kg)	Kerb mass* (kg)	Front axle plated mass (kg)	Front axle kerb mass (kg)	Rear axle plated mass (kg)	Rear axle kerb mass (kg)	Axle ratio <sup>oo</sup>	Max. GTM (kg) <sup>y</sup>
<b>350 LWB Chassis Cab Extended Frame DRW</b>										
2.2 TDCi 100 PS (74 kW)	RWD	1627	3500	1873	1750	1250	2450	623	3.58	5500
2.2 TDCi 100 PS (74 kW)	RWD	1627	3500	1873	1750	1250	2450	623	3.91	6000
2.2 TDCi 125 PS (92 kW)	RWD	1627	3500	1873	1750	1250	2450	623	3.58	5500
2.2 TDCi 125 PS (92 kW)	RWD	1627	3500	1873	1750	1250	2450	623	3.91	6000
2.2 TDCi 155 PS (114 kW)	RWD	1606	3500	1894	1750	1247	2450	647	3.58	5500
2.2 TDCi 155 PS (114 kW)	RWD	1606	3500	1894	1750	1247	2450	647	3.91	6300
<b>350 HD LWB Chassis Cab Extended Frame DRW</b>										
2.2 TDCi 155 PS (114 kW)	RWD	1563	3500	1937	1850	1259	2600	678	3.91	6500
<b>460 LWB Chassis Cab Extended Frame DRW</b>										
2.2 TDCi 155 PS (114 kW)	RWD	2625	4600	1975	1850	1284	3300	691	3.91	6500
<b>350 LWB Chassis Double Cab Extended Frame DRW</b>										
2.2 TDCi 100 PS (74 kW)	RWD	1546	3500	1954	1750	1299	2450	655	3.58	5500
2.2 TDCi 100 PS (74 kW)	RWD	1546	3500	1954	1750	1299	2450	655	3.91	6000
2.2 TDCi 125 PS (92 kW)	RWD	1546	3500	1954	1750	1299	2450	655	3.58	5500
2.2 TDCi 125 PS (92 kW)	RWD	1546	3500	1954	1750	1299	2450	655	3.91	6000
2.2 TDCi 155 PS (114 kW)	RWD	1525	3500	1975	1750	1296	2450	679	3.58	5500
2.2 TDCi 155 PS (114 kW)	RWD	1525	3500	1975	1750	1296	2450	679	3.91	6300
<b>350 HD LWB Chassis Double Cab Extended Frame DRW</b>										
2.2 TDCi 155 PS (114 kW)	RWD	1483	3500	2017	1850	1307	2600	710	3.91	6500
<b>460 LWB Chassis Double Cab Extended Frame DRW</b>										
2.2 TDCi 155 PS (114 kW)	RWD	2543	4600	2057	1850	1333	3300	724	3.91	6500

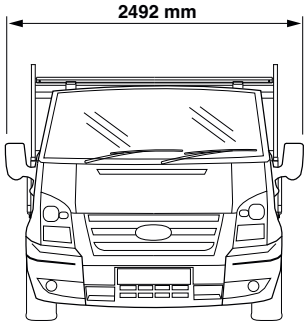
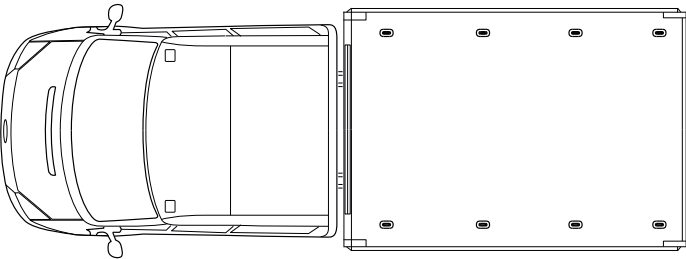
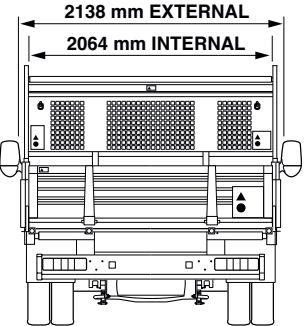
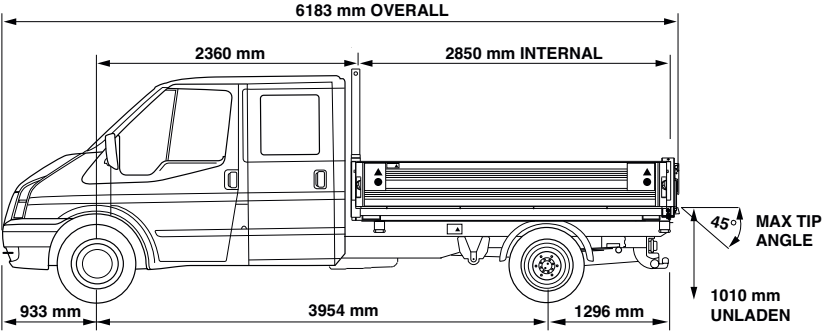
**LWB EF** = Long wheelbase, extended frame. **DRW** = Double rear wheels. **RWD** = Rear-wheel Drive, <sup>o</sup>**Gross payload** = Gross vehicle mass, less kerb mass. <sup>\*</sup>With cDPF (coated diesel particulate filter). **GVM** = Gross vehicle mass. The total permissible all-up weight of a rigid vehicle – i.e. with body, payload, ancillaries, fuel, oil, water, driver and crew. <sup>\*</sup>**Kerb mass** = The weight of the complete vehicle and all equipment including fuel and water, but without payload, driver or any crew. **GTM** = Gross train mass. The total permissible all-up weight of a rigid vehicle (see GVM) together with its trailer and load. All kerb masses quoted in this brochure are subject to manufacturing tolerances and are for Base models with minimum equipment. Trend models will have greater kerb masses and, therefore, lower payloads due to the increased amount of standard equipment. Any additional options specified on the vehicle will reduce the payload accordingly. <sup>oo</sup>The illustrated rear axle ratio shown is one example of what is available dependent upon model, payload and engine combination. Alternative ratios are available, in most cases, for more specialised applications. Different GTMs available with alternative rear axle ratios. Please consult your Ford Dealer for details. <sup>y</sup>With quoted axle ratio.



1-way Tipper 350M 3.2m/10ft 6in



1-way Tipper 350L Double Cab 2.85m, 9ft 4in



Weights and loads

	Rear axle ratio	350M Chassis Cab	350L Double Cab	HD350M Chassis Cab	HD350L Double Cab	460M Chassis cab	460L Double Cab
Plated weights (kg)							
FAM		1750	1750	1850	1850	1850	1850
FAM – Optional		1850	1850	–	–	–	–
RAM		2450	2450	2600	2600	3300	3300
GVM		3500	3500	3500	3500	4600	4600
GTM 100 PS	3.58	5500	5500	–	–	–	–
GTM 100 PS	3.91	6000	6000	–	–	–	–
GTM 125 PS	3.58	5500	5500	–	–	–	–
GTM 125 PS	3.91	6000	6000	–	–	–	–
GTM 155 PS	3.58	5500	5500	–	–	–	–
GTM 155 PS	3.91	6300	6300	6500	6500	6500	6500
Payload							
100PS/125 PS*		1183	1060	–	–	–	–
155 PS*		1158	1035	980	864	2044	1964

\*Payloads quoted are gross (full tank of fuel 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. Drawings are representative and may be subject to change.

Specifications

	Chassis Cab	Double Cab
Chassis		
Tyres – 185/75 R16C 104/102	●	●
Tyres – 195/75 R16C 107/105 (optional 1850kg Front Axle only) Std on HD350 & 460	○	○
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	●	
Seating (Double Cab) – 6-seat standard (driver, dual passenger, 3 seat bench in crew compartment		●
Seating (Double Cab) – 7 seat, 4 seat rear bench with underseat stowage, lap and diagonal to outer seats, lap only to middle seats		○
Glazing – Laminated clear windscreen, toughened clear side and rear cab glass, tinted optional	●	●
Doors (Double Cab) – 4-door configuration with glazed rear doors		●
Electrical – Battery: 2 x 12V 590CCA (60Ah @ 20 hr rate), Alternator 150A	●	●
Tow Bar (RPO), 50mm ball hitch, 13 pin socket and Tailboard protection plate. <b>Note:</b> A Tailboard protection plate must be fitted to the tailboard if a Ford Accessory tow bar kit or aftermarket tow bar kit is installed.	○	○
Body		
Type – 1-way, manual top and bottom hinged tailboard, bottom hinged sideboards	●	●
Ram – Centre 5-stage chrome-plated	●	●
Power Pack – 2 kW electro-hydraulic, mounted between subframe. 7lt oil capacity SAE10W-30W (ISO32)	●	●
Tip Angle – 45 degrees	●	●

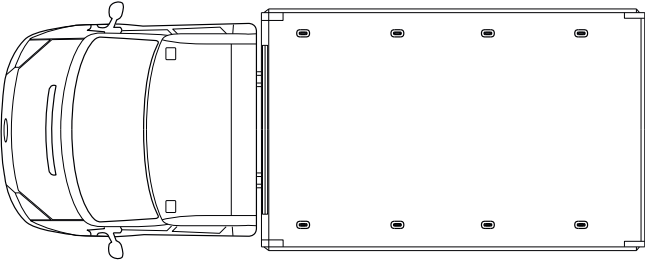
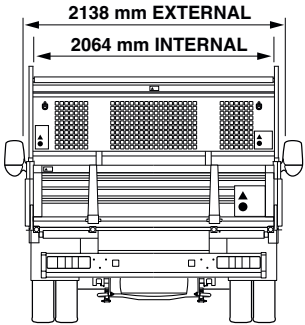
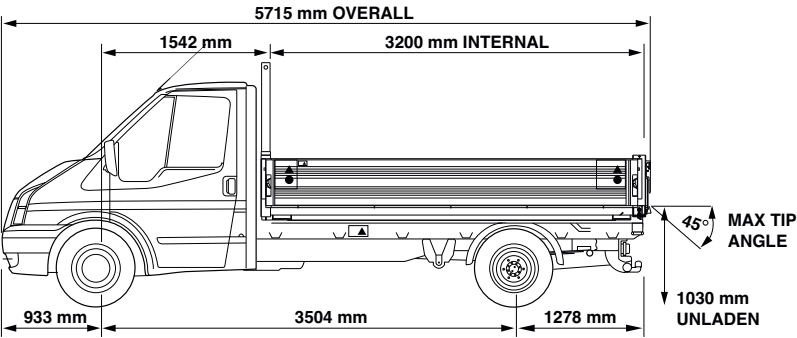
Specifications

	Chassis Cab	Double Cab
Electrical System – 12V system, 150A fuse, cab mounted joystick control, isolation switch, emergency stop switch	●	●
Subframe – Hot-dip galvanised steel (powder-coated), 'C' section with cruciform	●	●
Load Bed – Hot-dip galvanised powder-coated steel, box section crossbearers, roll formed edge to rear aperture	●	●
Headboard – Removable full-width, full-height. Perforated behind cab rear window. Rubber-finished top surface (ladder gantry)	●	●
Front and Rear Pillars – Replaceable powder-coated steel over centre pull-up latches	●	●
Sideboards – Body-coloured double-skin aluminium, Steel on HD350 & 460	●	●
Tailboard – Top and bottom hinged, double skin aluminium, Steel on HD350 & 460	●	●
Fenders – Flexible thermoplastic, mounted on replaceable bolt-on fender brackets to subframe	●	●
Finish – Load bed, subframe and headboard – Slate grey powder-coat. Side and tailboards – Body colour, White: powder coated, all other colours 2-pack paint, cylinder casing: zinc passivated.	●	●
Load Lashing – 6 floor-mounted pull-up anchors (250 kg each), (6 on MWB D/Cab)	●	●
Roping hooks – 14 (S/Cab) 12 (LWB D/Cab) 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	●	●

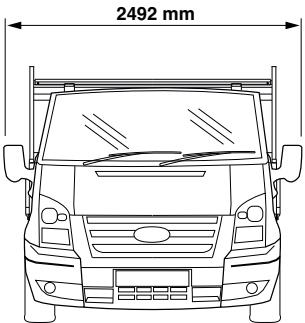
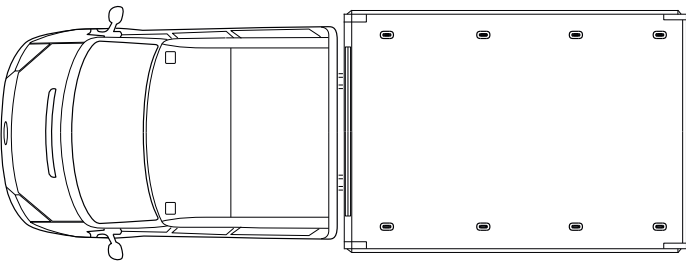
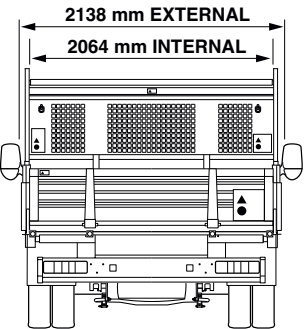
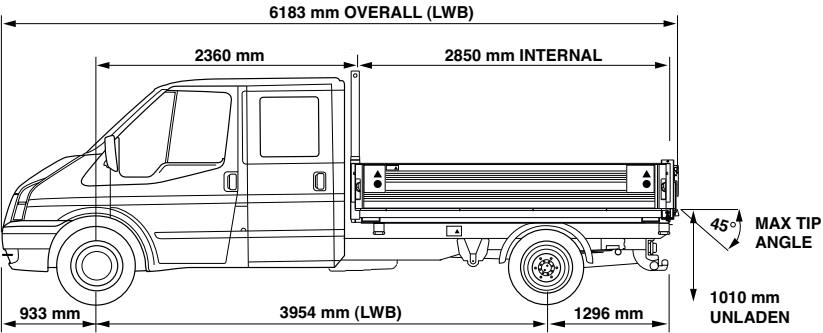
● = Standard, ○ = Option, at extra cost. Drawings are representative and may be subject to change.



3-way Tipper 350M 3.2m/10ft 6in



3-way Tipper 350L Double Cab 2.85m, 9ft 4in



Weights and loads

	Rear axle ratio	350M Single Cab	350L Double Cab	HD350M Chassis Cab	HD350L Double Cab	460M Single Cab	460L Double Cab
Plated weights (kg)							
Front Axle		1750	1750	1850	1850	1850	1850
Front Axle – Optional		1850	1850	–	–	–	–
Rear Axle		2450	2450	2600	2600	3300	3300
GVM		3500	3500	3500	3500	4600	4600
GTM 125 PS	3.58	5500	5500	–	–	–	–
GTM 125 PS	3.91	6000	6000	–	–	–	–
GTM 155 PS	3.58	5500	5500	–	–	–	–
GTM 155 PS	3.91	6300	6300	6500	6500	6500	6500
Payload (kg)							
125 PS*		1056	938				
155 PS*		1031	913	910	871	1974	1856

\*Payloads quoted are gross (full tank of fuel 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.

Specifications

	350M Chassis Cab	350L Double Cab
Chassis		
Tyres – 185/75 R16C 104/102	●	●
Tyres – 195/75 R16C 107/105 (optional 1850kg Front Axle only)	○	○
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	●	
Seating (Double Cab) – 6-seat standard (driver, dual passenger, 3 seat bench in crew compartment		●
Seating (Double Cab) – 7 seat, 4 seat rear bench with underseat stowage, lap and diagonal to outer seats, lap only to middle seats		○
Glazing – Laminated clear windscreen, toughened clear side and rear cab glass, tinted optional	●	●
Doors (Double Cab) – 4-door configuration with glazed rear doors		●
Electrical – Battery: 2 x 12V590CCA (60Ah @ 20 hr rate), Alternator 150A	●	●
Tow Bar (RPO), 50mm ball hitch, 13 pin socket and Tailboard protection plate. <b>Note:</b> A Tailboard protection plate must be fitted to the tailboard if a Ford Accessory tow bar kit or aftermarket tow bar kit is installed.	○	○

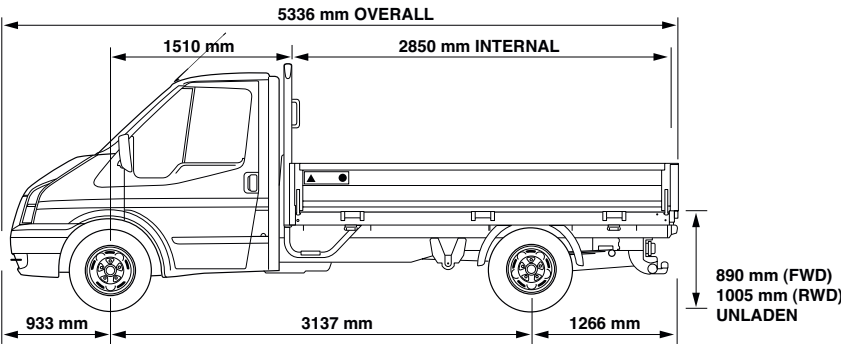
Specifications

	350M Chassis Cab	350L Double Cab
Body		
Type – 3-way, manual top and bottom hinged tailboard, bottom hinged sideboards	●	●
Ram – Centre 5-stage chrome-plated	●	●
Power Pack – 2 kW electro-hydraulic, mounted between subframe. 7lt oil capacity SAE10W-30W (ISO32)	●	●
Tip Angle – Electrically-limited to 45 degrees by limit switch operating on ram	●	●
Electrical System – 12V system, 150A fuse, subframe-mounted isolation switch, emergency stop switch	●	●
Subframe – Hot-dip galvanised 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 – Removable full-width, full-height. Perforated behind cab rear window. Rubber-finished top surface (ladder gantry)	●	●
Front and Rear Pillars – Replaceable powder-coated steel over centre pull-up latches	●	●
Sideboards – Body-coloured double-skin aluminium, Steel boards for HD350 & 460	●	●
Tailboard – Top and bottom hinged, double skin aluminium, Steel board for HD350 & 460	●	●
Fenders – Flexible thermoplastic, mounted on replaceable bolt-on fender brackets to subframe	●	●
Finish – Load bed, subframe and headboard – Slate grey powder-coat. Side and tailboards – Body colour, White: powder coated, all other colours 2-pack paint, cylinder casing: zinc passivated.	●	●
Load Lashing – 8 floor-mounted pull-up anchors (250 kg each), (6 on MWB D/Cab)	●	●
Roping hooks – 14 (S/Cab) 12 (LWB D/Cab) 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/CE Machine directive – Safety requirements	●	●

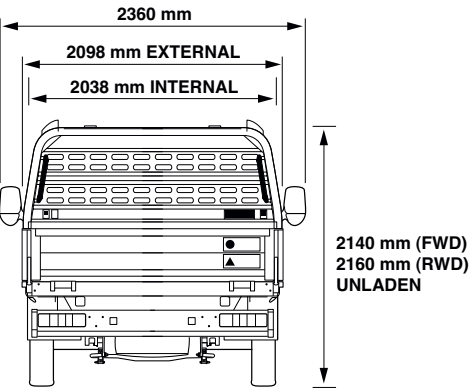
● = Standard, ○ = Option, at extra cost. Drawings are representative and may be subject to change.



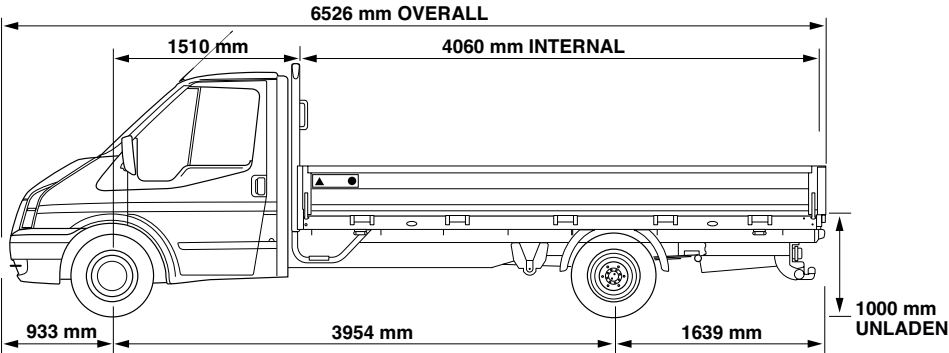
2.85m/9ft 4in Dropside 300S



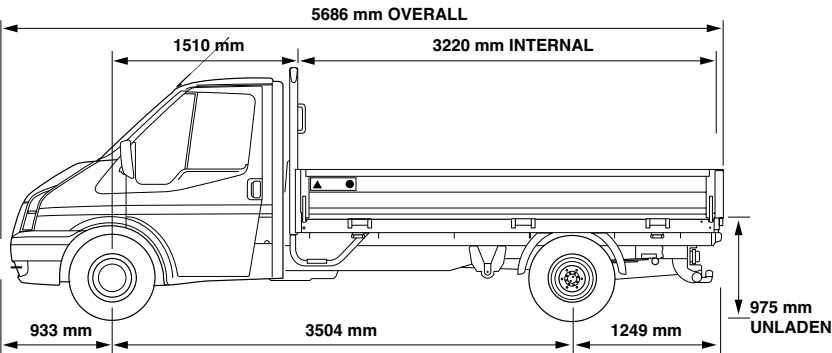
300 Models



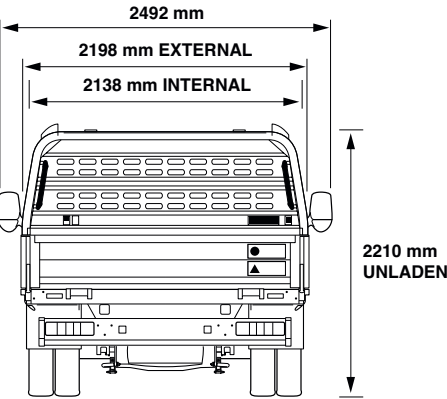
4.06m/13ft 4in Dropside 350EF



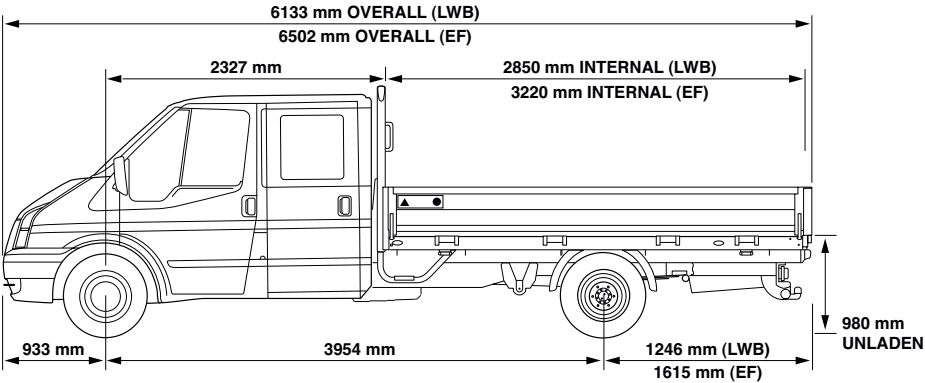
3.22m/10ft 6in Dropside 350M



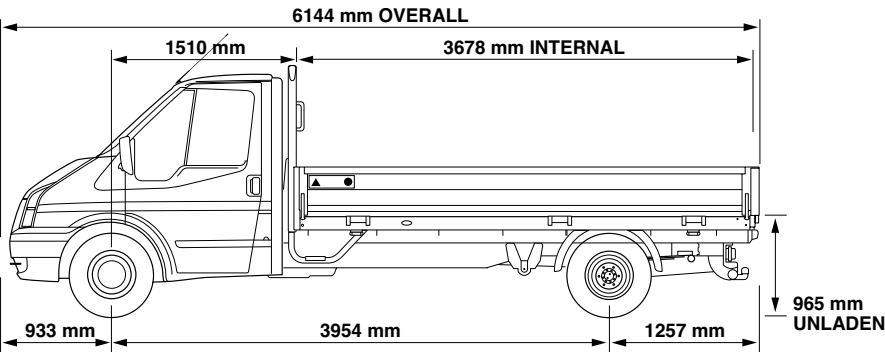
350 Models



2.85/3.22m, 9ft 4in/10ft 6in Dropside 350L/EF Double Cab



3.67m/12ft 0in Dropside 350L



Weights and loads

	Rear axle ratio	300S FWD	300S RWD	350M	350L	350EF	350L Double Cab	350EF Double Cab
Plated weights (kg)								
FAM		1600	1600	1750	1750	1750	1750	1750
FAM – Optional				1850	1850	1850	1850	1850
RAM		1760	1850	2450	2450	2450	2450	2450
GVM		3025	3025	3500	3500	3500	3500	3500
GTM 125PS (2.2L)	4.36	3500	n/a	n/a	n/a	n/a	n/a	n/a
GTM 100PS (2.2L)	3.91	n/a	5025	6000	6000	6000	6000	6000
GTM 125PS (2.2L)	3.91	n/a	n/a	6000	6000	6000	6000	6000
GTM 155PS (2.2L)	3.91	n/a	n/a	6300	6300	6300	6300	6300
Payload (kg)								
6 speed transmission*		1187	1056	1338	1302	1280	1252	1194

\*Payloads quoted are gross (no fuel, fluids or driver) and for minimum order specification, optional chassis equipment including 1850kg front axle and optional body equipment will reduce pay load allowance. Subject to manufacturing tolerance. **FAM** = Front axle plated mass. **RAM** = Rear axle plated mass. **GVM** = Gross vehicle mass. **GTM** = Gross train mass. Drawings are representative and may be subject to change.



Specifications

	Chassis Cab	Double Cab
Chassis		
Transmission – FWD: 6-speed, 4.36:1 (300S only)	●	
Transmission – RWD: 6-speed MT82	●	●
Rear Axle – 300 FWD: Dead Beam	●	
Rear Axle – 300S RWD: Salisbury type 51 single rear wheel	●	
Rear Axle – All 350 RWD: Dana dual rear wheel	●	●
Tyres – 300S FWD: 195/70 R15C 104/102	●	
Tyres – 300S RWD: 205/75 R16C 110/118	●	
Tyres – All 350 models: 185/75 R16C 104/102	●	●
Tyres – All 350 models: optional 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	●	
Seating (Double Cab) – 6-seat standard (driver, dual passenger, 3 seat bench in crew compt.) Lap and diagonal seat belts to all seats.		●
Seating (Double Cab) – 7 seat, 4 seat bench with underseat stowage, lap and diagonal to outer seats, lap only to middle seats.		○
Glazing: Laminated windscreen, toughened clear side and rear cab glass	●	●
Doors (Double Cab) – 4 door configuration with glazed rear doors (Non glazed rear crew doors - SVO option)		●
Electrical – Battery: 12V, 2 x 590CCA (60Ah @ 20hr rate) – 350 Models, 1 x 700CCA (80Ah @ 20hr rate) –300S Models. Primary battery isolator relay, twin battery installations only. Alternator: 150A	●	●
Cold start (-29°C) includes twin 700 CCA (80Ah @ 20h rate) batteries	○	○

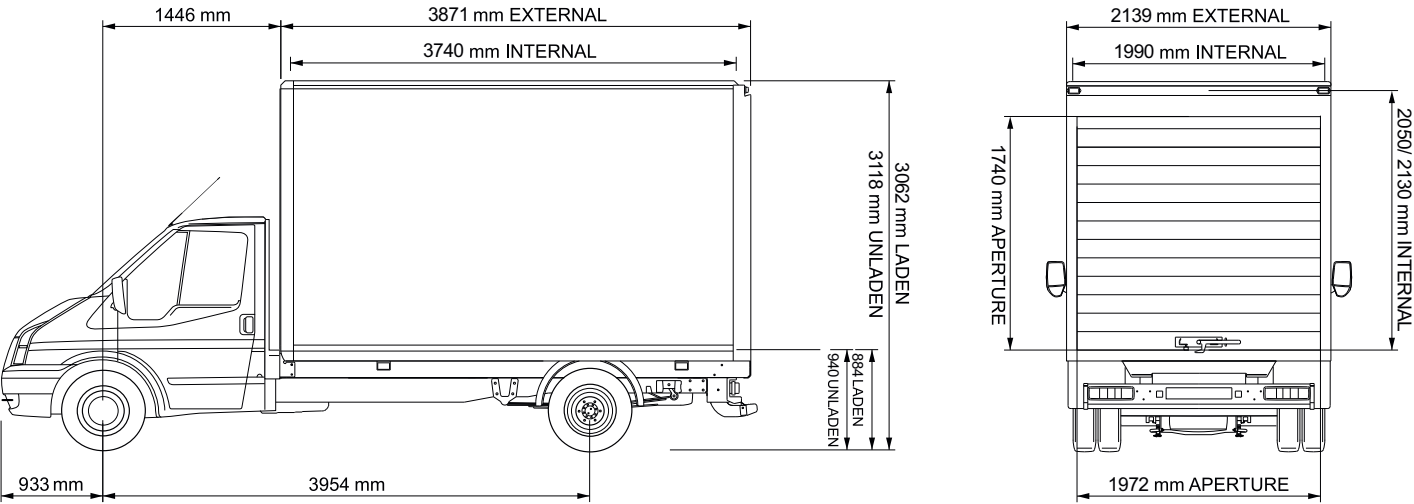
Specifications

	Chassis Cab	Double Cab
Body		
Understructure – All steel, hot dipped galvanised and powered coated	●	●
Load Deck – 15 mm phenolic resin-embossed birch plywood, replaceable	●	●
Gantry – 63.5 mm tubular steel frame with ladder stops. ASTM.B117-03 BS7479:1991 DIN.50.021-SS, 960hr salt spray compliant.	●	●
Headboard – 2 mm pressed Zintec sheet perforated behind cab rear window, replaceable. ASTM.B117-03 BS7479:1991 DIN.50.021-SS, 960hr salt spray compliant.	●	●
Stirrup Steps – Tubular steel side steps with punched foot grip and molded footwell	●	●
Grab Handles – Headboard-mounted, powder-coated yellow	●	●
Rear Pillars – Removable extruded aluminium	●	●
Side and Tailboards – Extruded one piece 6063 T6 twin wall aluminium with integrated rubber bump strip and overcentre lever operated cam latches.	●	●
Fenders – Thermoplastic half round	●	●
Finish – Slate Grey powder coat – Entire gantry/headboard, raves, rear valence panel, stirrup steps	●	●
Side and tailboards – Body colour, powder coat Frozen White, all other colours 2-pack paint.	●	●
Hardware: Geomet plated	●	●
Body Warranty – 3-year, 100,000 miles.	●	●
Optional Bodywork equipment from bodywork supplier (consult Dealer for further details)		
Tu-tone paint – bespoke body colour to cab colour	○	○
500kg column Tail Lift with mesh or folding solid platform, complies with BS 6109 part1:1981, BS EN 1756-1:2001. <b>Note:</b> Use of other Tail-Lift installations are not recommended and may invalidate warranty.	○	○
Reverse sensors for Tail Lift installation above	○	○
Tow bar with dual clevis/ball coupling specifically designed for use with Tail Lift.	○	○
Loader crane, front nearside mounted, BS EN 12999 & 98/37/EC compliant. <b>Note:</b> Use of other loader installations are not recommended and may invalidate warranty.	○	○
Working at height pack	○	○
Reverse alarm	○	○

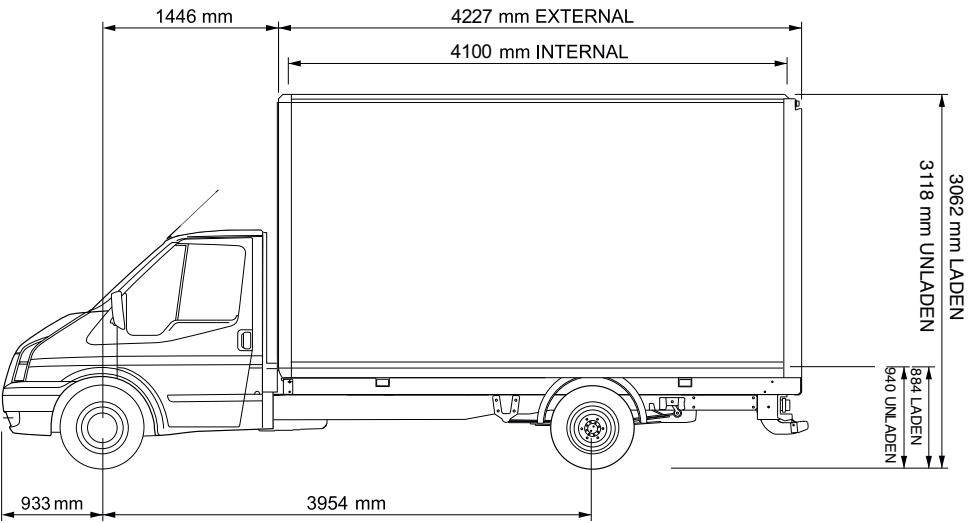
● = Standard, ○ = Option, at extra cost. 350HD, 460 derivatives not available.



3.7m/12ft 1in Box Van 350L



4.1m/13ft 5in Box Van 350EF



Illustrations above show optional rear door latch

Weights and loads

	Rear axle ratio	350L	350EF
Plated weights (kg)			
FAM		1750	1750
FAM – Optional (recomended for optional luton head)		1850	1850
RAM		2450	2450
GVM		3500	3500
GTM 125 PS*	3.58	5500	5500
	3.91	6000	6000
GTM 155 PS*	3.58	5500	5500
	3.91	6300	6300
Payload			
125 PS*		1085	1010
155 PS*		1060	985
Cubic capacity m³		15.5	17.1

\*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.

Specifications

	Chassis Cab
Chassis	
Tyres – 185/75 R16C 104/102 (1750kg front axle)	●
Tyres – 195/75 R16C 107/105 (1850kg front axle)	○
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	●
Electrical – Battery: 12V 2 x 590CCA (60Ah @ 20 hr rate) batteries, primary battery isolator relay	●
Electrical – Alternator: 150 Amp	●
Colour – Frozen White only	●
Body	
Type – Ply/GRP panel Box, shutter door, alu framed with steel rear frame for retro-fit Tail-lift capability (Ratcliff only)	●
Colour – Frozen white only – Ply/GRP composite panels and uPVC rear shutter exterior and interior. Natural anodised aluminium exterior frame work and mill finish aluminium internal load restraint rails	●
Understructure – Full-length anodised 6082 T6 aluminium longitudinals, galvanised closed 'C' section crossbearers	●
Bodysides – Self-coloured 6mm Ply/GRP composite panels, aluminium reinforcements molded into interior surface for load retention rails	●
Structure – Extruded aluminium frame anodised, with cast aluminium corner sockets	●
Rear Frame – Powder-coated steel frame incorporating end outline marker lamps, rain channel, anti-slip tape to rear aperture step. ASTM.B117-03 BS7479:1991 DIN.50.021-SS, 960hr salt spray compliant.	●

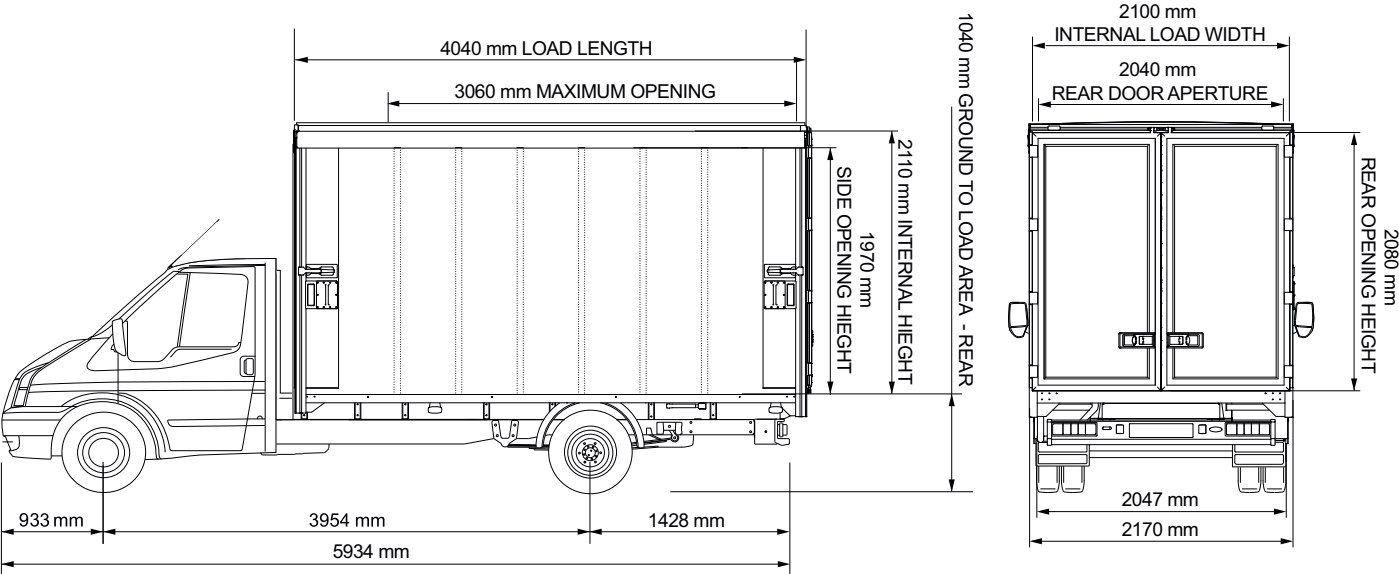
Specifications

	Chassis Cab
Roof – Translucent GRP roof panels with alternate alloy panels, crowned aluminium roof sticks	●
Floor – Embossed 15 mm thick phenolic resin full birch plywood	●
Door – uPVC slat rear shutter, extruded aluminium lower plank powder-coated white with lower lip seal. External rubber lip seals to door frame aperture sides, two exterior grab handles with one internal webbing pull cord.	●
Door Lock – Slam shut latch with built in lock, door latched to door frame sides using paddle latch's. Internal emergency door release system with high strength steel load protection panel to lower shutter panel	●
Handrail – 3/4 height, mounted at the rear near-side, with integral switchgear	●
Lighting – 35W work lamp mounted on rear of interior handrail, can be rotated to illuminate interior and exterior	●
Rear Step – Full-width aluminium, powder-coated grey	●
Load Lashing – Interior Load restraint system, 4 horizontal rails per bodyside with twin integral orange coloured rubber strips per rail. 3x400kg rated telescopic 6082 T6 load retention poles.	●
Hardware: Zinc plated to ASTM.B117-03 BS7479:1991 DIN.50.021-SS, 504hr salt spray compliant	●
Body Warranty – 3-year, 100,000 miles	●

● = Standard, ○ = Option, at extra cost. RPO tow bar is not available, 350HD and 460 derivatives not available. **Note:** Drawings are representative and may be subject to change. Optional rear door latch shown, fittings and equipment subject to change.



4.0m/ 13ft 1in CurtainSlider 350EF



**Note:** Illustrations above shown optional cutain grab handles. Rear door handles are subject to change, handle position will be changed to below the door.

Weights and loads

	Rear axle ratio	350EF	460 EF
Plated weights (kg)			
FAM		1750	1850
FAM – Optional		1850	–
RAM		2450	3300
GVM		3500	4600
GTM 125 PS	3.58	5500	–
GTM 125 PS	3.91	6000	–
GTM 155 PS	3.58	5500	–
GTM 155 PS	3.91	6300	6500
Payload			
125 PS*		1075	1958
155 PS*		1050	1933
Cubic capacity m³		17.1	17.1

\*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.

Specifications

	Chassis Cab
Chassis	
Tyres – 185/75 R16C 104/102 (1750kg front axle)	●
Tyres – 195/75 R16C 107/105 (1850kg Front Axle) Std on 460	○
Suspension – Front, coil spring MacPherson strut	●
Suspension – Rear: Taper leaf + helper, anti-roll bar	●
Seating – Driver's seat and dual passenger seat, lap and diagonal seat belts to all seats	●
Electrical – Battery: 12V 2 x 590CCA (60Ah @ 20 hr rate) batteries, primary battery isolator relay	●
Electrical – Alternator: 150 Amp	●
Colour – Frozen White only	●

Specifications

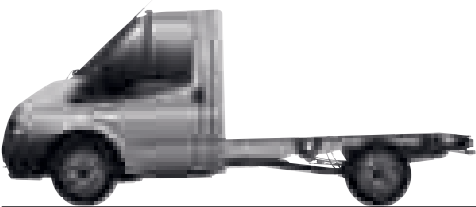
	Chassis Cab
Body	
Type – Sliding curtain, dual opening rear doors	●
Colour – Curtains: Mid blue standard (other colours available). Doors: Frozen white with natural anodised aluminium framework. Overcab airdam: Frozen white gel coat GRP	●
Overcab air dam with cab side streamers (Gel coat Frozen white only)	●
Curtains – Reinforced PVC with integral vertical box section aluminium stiffeners. Top hung rollers with adjustable end latches to maintain curtain tension.	●
Bulkhead – Double skinned aluminium with 6 wooden lath's	●
Understructure – Full-length aluminium longitudinals and crossbearers, steel bulkhead buttress plates	●
Structure – Extruded anodised aluminium frame	●
Roof – Translucent GRP with top hat roof bows	●
Floor – Embossed 18 mm thick phenolic resin full birch plywood	●
Rear Doors – 270° powder coated aluminium panel doors, internal door locking mechanism, bottom lockable handle. (Powder coat Frozen White only)	●
Rear Door retainers – Telescopic Brolly handle retainers in the 270 open position, stowed under floor when not deployed	●
Lighting – Internal rotating high mounted 50W halogen spot lamp	●
Load Lashing – Pull-up load anchorage rings mounted in raves, 4 per side. 2 lashing rings mounted on bulkhead	●
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	●
Side Guards – 460 only	●
Body Warranty – 3-year, 100,000 miles	●

● = Standard, ○ = Option, at extra cost. **Note:** Drawings are representative and may be subject to change. Optional side curtain grab handles shown, rear door handle position changed to below the door in production, fittings and equipment subject to change.

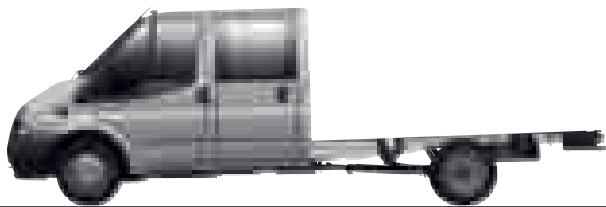


Ford range

Ford Transit Chassis Cab



Ford Transit Chassis Double Cab



	Nominal body length	Wheelbase	Payload (gross)** (kg)	Gross Vehicle Mass (kg)	Maximum Gross Train Mass (kg)
Ford Chassis Cab	2.85m (9ft 4in)	SWB	1282-1458	3025	3500-5025
	3.2m (10ft 6in)	MWB	1619-2681	3500-4600	5500-6500
	3.66m (12ft 0in)	LWB	1631-1712	3500-4600	5500-6300
	4.06m (13ft 4in)	LWB EF	1563-2625	3500-4600	5500-6500
Ford Chassis Double Cab	2.85m (9ft 4in)	LWB	1512-2573	3500-4600	5500-6500
	3.2m (10ft 6in)	LWB EF	1483-2543	3500-4600	5500-6500

\*\*Gross payload = GVM minus kerbweight.

Model availability

	Driveline	SWB 300S	MWB 350M	MWB HD350M	MWB 460M	LWB 350L	LWB HD350L	LWB 460L	LWB 350EF	LWB HD350EF	LWB 460EF	Axle Ratio
Chassis Cab – Dual rear wheels												
2.2 Duratorq TDCi Diesel 100 PS	RWD		●			●			●			3.58/3.91
2.2 Duratorq TDCi Diesel 125 PS	RWD		●			●			●			3.58/3.91
2.2 Duratorq TDCi Diesel 155 PS	RWD		●	●	●	●			●	●	●	3.58/3.91
Chassis Cab – Single rear wheels												
2.2 Duratorq TDCi Diesel 100 PS	RWD	●	○			○			○			3.58/3.91
2.2 Duratorq TDCi Diesel 125 PS	RWD		○			○			○			3.58/3.91
2.2 Duratorq TDCi Diesel 155 PS	RWD		○			○			○			3.58/3.91
2.2 Duratorq TDCi Diesel 125 PS	AWD		●									3.91
2.2 Duratorq TDCi Diesel 125 PS	FWD	●	●						●			4.36/4.93
2.2 Duratorq TDCi Diesel 140 PS	FWD		●						●			4.36/4.93
Double Cab – Dual rear wheels only												
2.2 Duratorq TDCi Diesel 100 PS	RWD					●			●			3.58/3.91
2.2 Duratorq TDCi Diesel 125 PS	RWD					●			●			3.58/3.91
2.2 Duratorq TDCi Diesel 155 PS	RWD					●	●	●	●	●	●	3.58/3.91

● = Standard, ○ = Option, at extra cost. All models are 6-speed manual transmission.

OSS Model availability

	Driveline	Single Cab 300S	350M	HD350M	460M	350L	350EF	460EF	Double Cab 350L	HD350L	460L	350EF
1-way Tipper												
2.2 Duratorq TDCi Diesel 100 PS	RWD		○						○			
2.2 Duratorq TDCi Diesel 125 PS	RWD		○						○			
2.2 Duratorq TDCi Diesel 155 PS	RWD		○	○	○				○	○	○	
3-way Tipper												
2.2 Duratorq TDCi Diesel 155 PS	RWD		○	○	○				○	○	○	
Box Van												
2.2 Duratorq TDCi Diesel 125 PS	RWD					○	○					
2.2 Duratorq TDCi Diesel 155 PS	RWD					○	○					

OSS Model availability

	Driveline	Single Cab 300S	350M	HD350M	460M	350L	350EF	460EF	Double Cab 350L	HD350L	460L	350EF
CurtainSlider												
2.2 Duratorq TDCi Diesel 125 PS	RWD						○					
2.2 Duratorq TDCi Diesel 155 PS	RWD						○	○				
Dropside												
2.2 Duratorq TDCi Diesel 100 PS	RWD	○	○			○	○		○			○
2.2 Duratorq TDCi Diesel 125 PS	FWD	○										
2.2 Duratorq TDCi Diesel 125 PS	RWD		○			○	○		○			○
2.2 Duratorq TDCi Diesel 155 PS	RWD		○			○	○		○			○

Engine data

	Engine technical features	Maximum power <sup>o</sup>	Maximum torque <sup>o</sup>
FWD			
2.2 Duratorq TDCi Diesel 125 PS (92 kW) 2198 cc	4 cylinders in line; DOHC; 16 valves; alloy cylinder head; direct injection with high-pressure, common rail, multipoint fuel injection system; VNT turbocharger with intercooler; electronic EGR	125 PS (92 kW) at 3500 min <sup>-1</sup> (rpm)	330 Nm at 1350 min <sup>-1</sup> (rpm)
2.2 Duratorq TDCi Diesel 140 PS (103 kW) 2198 cc	4 cylinders in line; DOHC; 16 valves; alloy cylinder head; direct injection with high-pressure, common rail, multipoint fuel injection system; VNT turbocharger with intercooler; electronic EGR	140 PS (103 kW) at 3500 min <sup>-1</sup> (rpm)	350 Nm at 1450 min <sup>-1</sup> (rpm)
RWD			
2.2 Duratorq TDCi Diesel 100 PS (74 kW) 2198 cc	4 cylinders in line; DOHC; 16 valves; alloy cylinder head; direct injection with high-pressure, common rail, multipoint fuel injection system; VNT turbocharger with intercooler; electronic EGR	100 PS (74 kW) at 3500 min <sup>-1</sup> (rpm)	310 Nm at 1300 min <sup>-1</sup> (rpm)
2.2 Duratorq TDCi Diesel 125 PS (92 kW) 2198 cc	4 cylinders in line; DOHC; 16 valves; alloy cylinder head; direct injection with high-pressure, common rail, multipoint fuel injection system; VNT turbocharger with intercooler; electronic EGR	125 PS (92 kW) at 3500 min <sup>-1</sup> (rpm)	350 Nm at 1450 min <sup>-1</sup> (rpm)
2.2 Duratorq TDCi Diesel 155 PS (114 kW) 2198 cc	4 cylinders in line; DOHC; 16 valves; alloy cylinder head; direct injection with high-pressure, common rail, multipoint fuel injection system; VNT turbocharger with intercooler; electronic EGR	155 PS (114 kW) at 3500 min <sup>-1</sup> (rpm)	385 Nm at 1600 min <sup>-1</sup> (rpm)
AWD			
2.2 Duratorq TDCi Diesel 125 PS (92 kW) 2198 cc	4 cylinders in line; DOHC; 16 valves; alloy cylinder head; direct injection with high-pressure, common rail, multipoint fuel injection system; VNT turbocharger with intercooler; electronic EGR	125 PS (92 kW) at 3500 min <sup>-1</sup> (rpm)	350 Nm at 1450 min <sup>-1</sup> (rpm)

<sup>o</sup>Tested in accordance with ISO 1585. All models are 6-speed manual transmission.

Mechanical features

	Chassis Cabs	Double Cabs
Brakes		
Dual-circuit, with self-adjusting servo-assistance and ABS. Front and rear discs	●	●
Fuel tank		
Standard – 80 litres	●	●
Long range – 103 litres (RWD diesel engines only, not available on SWB models)	○	○
Steering		
Power-assisted steering	●	●
Suspension		
Front – independent MacPherson struts, variable rate coil springs, stabiliser bar and gas-pressurised shock absorbers. Rear – leaf springs and gas-pressurised shock absorbers	●	●
Engine and Transmission		
cDPF (coated diesel particulate filter)	●	●
Enhanced traction All-Wheel Drive (AWD) (only available with 2.2 Duratorq TDCi 125 PS on Single Rear Wheel models)	○	
Speed limiter – 56 mph (standard on 460 models)*	○/●	○/●
Speed limiter – 62 mph	○	○
Speed limiter – 70 mph	○	○
Heavy duty front axle		
1850 kg (option on 350 models only; includes 195/75R 16 tyres; standard on 350HD and 460 models)	○	○

● = Standard, ○ = Option, at extra cost. \*Legal requirement on some variants from Jan 1st 2008. For full legislation detail please refer to VOSA.

Safety and security

	Chassis Cabs	Double Cabs
Safety		
Anti-lock brakes – Electronic, 4-wheel (includes rear disc brakes)	●	●
Electronic Stability Programme (ESP)* with Hill Start Assist (HSA) (not available on AWD model)	●	●
Airbag – Driver’s	●	●
Airbag – Outer front passenger’s (standard on AWD with deactivation switch)	○	○
Airbag – Side airbags (only available with single passenger seat packs 30 and 31; not available with Auto-Start-Stop)	○	○
Seat belts – 3-point diagonal inertia reel (all seats – except where quad seat is fitted)	●	●
Security		
Alarm – Perimeter (includes Ford RPO trailer coupling, when fitted; cannot be ordered when Category 1 alarm system specified)	○	○
Alarm – Cab interior sensing – Insurance approved Thatcham Cat 1 alarm – approval number TCL1-131/1205 (includes Ford RPO trailer coupling, when fitted; includes remote locking with 2 key fobs; not available when Perimeter alarm specified; not available with Auto-Start-Stop)	○	○
Audio – Enhanced 'Keycode' anti-theft coding	●	●
Fuel cap – Locking	●	●
Immobiliser – Safeguard Passive Anti-Theft System (PATS) (Insurance-approved Category 2 immobiliser)	●	●
Locks – High security lock-in-latch system, shielded with strengthened mountings	●	●
Locks – Remote control central double locking with 1 key fob	●	●
Locks – Remote control central double locking with 2 key fobs	○	○
Locks – Auto re-locking, doors re-lock after 45 seconds if no door is opened (only available with remote locking)	●	●
Locks – Audio mis-lock feedback, audible signal if a door is ajar when locking activated (only available with remote locking)	●	●
Locks – Key-operated bonnet release	●	●
Locks – Slam locking	○	○
Vehicle Identification Number – Visible	●	●

● = Standard, ○ = Option, at extra cost. \*Includes electronic brake-force distribution (EBD), Hydraulic Brake Assist (HBA) and Brake Traction Control System (BTCS). \*\*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.

Wheels

	SWB 300 SRW	MWB 350 SRW	350 DRW	350 HD DRW	460 DRW	LWB 350 SRW	350 DRW	350 HD DRW	460 DRW	350 EF SRW	350 EF DRW	350 HD EF DRW	460 EF DRW
FWD													
Wheels – 5½x15" steel wheels with centre hub covers and 195/70 R15C LI 104/102 BSW tyres	●												
Wheels – 5½x16" steel wheels with centre hub covers and 215/75 R16C 113/111 R BSW tyres		●								●			
Wheels – 5½x16" 5-spoke alloy wheels with locking wheel nuts and 185/75 R16C 104/102 tyres (not available on Dual Rear Wheel models)	○												
Wheels – 5½x16" 5-spoke alloy wheels with locking wheel nuts and 215/75 R16C 113/111 R BSW tyres (not available on Dual Rear Wheel models)		○								○			
RWD													
Wheels – 5½x15" steel wheels with centre hub covers and 195/70 R15C LI 104/102 BSW tyres	●												
Wheels – 5½x16" steel wheels with centre hub covers and 215/75 R16C 113/111 R BSW tyres		●				●				●			
Wheels – 5x16" steel wheels with dual rear wheels, hub covers on front wheels and 185/75 R16C 104/102 R BSW tyres			●	●			●	●			●	●	
Wheels – 5x16" steel wheels with dual rear wheels, hub caps on front wheels and 195/75 R16C 107/105 R BSW tyres					●				●				●
AWD													
Wheels – 5½x16" steel wheels with centre hub covers and 215/75 R16C 113/111 R BSW tyres		●											

● = Standard, ○ = Option, at extra cost.

Exterior features

	Chassis Cabs	Double Cabs
Exterior appearance and styling		
Body – Low roof	●	●
Aluminium side float, narrow – Side under-run rails, tailboard support straps, mesh headboard second unit and rear mudflaps (SWB and MWB models only)	○	○
Aluminium side float, wide – Side under-run rails, tailboard support straps, mesh headboard second unit and rear mud flaps (not available on SWB and LWB 460 models)	○	○
Bodyside mouldings – Black	○	○
Bumper – Full width, front	●	●
Front grille – Silver finish	●	●
Bumper – Body colour front bumper centre piece (includes fog lights and integrated stainless steel step trim plates)	□	□
Paint – Metallic	○	○
Wheel and tyres		
Wheelcovers – Front hub caps	●	●
Wheelcovers – Full (single rear wheel models only)	□	□
Tyres – Goodyear All-Weather	○	○
Omit spare wheel, tyre and carrier	○	○

Exterior features

	Chassis Cabs	Double Cabs
Exterior functional		
Doors – Double cab rear doors, glazed	–	●
Door mirrors – Blind spot eliminator	●	●
Door mirrors – Electrically-operated and heated	○	○
Glass – Light tint	●	●
Heated windscreen	●	●
Mudflaps – Front	●	●
Tow bar with 13-pin electrics. The optional digital Tachograph may be required under UK, EC or AETR law, reference:- Drivers Hours and Tachograph rules for Goods Vehicles in the UK or Europe	○	○
Towing eyes – Front and rear	●	●
Windows – Front, electrically-operated	●	●
Windows – Crew doors, fixed	–	●
Windows – Rear, fixed	–	●
Wipers – Front two speed with electric wash	●	●
Exterior lighting		
Halogen headlights, side lights, rear fog lights, reversing lights	●	●
Daytime running lights	●	●
Front fog lights	○	○
Headlight levelling	●	●
Roof marker lights	●	●
Side marker lights (LWB and LWB EF models only)	●	●
Headlights – courtesy delay, 30 seconds duration	●	●

● = Standard, ○ = Option, at extra cost, □ = Part of an Option Pack, at extra cost.



Audio and communications

	Chassis Cabs	Double Cabs
Radio/CD – Model 6000 RDS with auxilliary MP3 connector, 2 speakers, 24 station pre-sets; 4x17 watts power output and remote steering column-mounted controls	●	●
Radio/CD/SD-navigation system FX – 5" colour display; 2 speakers; 24 station pre-sets; 4x20 watts power output; remote steering column-mounted controls; AUX connection for external music devices, SD memory card slot for data (e.g. music) exchange; navigation data on SD card	○	○
Bluetooth® module with wireless integration between phone and audio system and voice dialling	○	○

● = Standard, ○ = Option, at extra cost. The Bluetooth® wordmark and logos are owned by the Bluetooth SIG, Inc. and any use of such marks by Ford Motor Company is under licence. Other trademarks and trade names are those of their respective owners.

Interior features

	Chassis Cabs	Double Cabs
<b>Carpet and trim</b>		
Door trim – Front, moulded with pull handles and storage pockets	●	●
Floor covering – Rubber	●	●
Headlining – Moulded	●	●
<b>Interior lighting</b>		
Courtesy lights – Header-mounted, front door-operated	●	●
Interior lighting/battery saver – 30 minutes	●	●
<b>Instruments and controls</b>		
Instruments – Speedometer, tachometer, odometer, trip recorder, fuel gauge, water temperature gauge and digital clock	●	●
Warning lights for oil pressure, direction indicator, high beam, lights on, ignition/alternator, brake failure, loadspace light on (where fitted), airbag(s) (where fitted)	●	●
Shift indicator light	●	●
Water in fuel filter with sensor	●	●
lluminated heater controls – 3-speed fan. Four vents with temperature and direction control, two dedicated side window demisters	●	●
Air vents – Bright finish	●	●
Trip computer (functionality includes clock, distance to fuel empty, average fuel consumption, average speed, outside air temperature)	○	○
Battery – Single 680 CCA (70Ah @ 20h rate) (FWD 300S only)	●	–
Battery – Twin 590 CCA (60Ah @ 20h rate) with primary battery isolator (except FWD 300S)	●	●
Cold start (-20°C)	●	●
Cold start (-29°C) includes twin 680 CCA (70Ah @ 20h rate) batteries (730 cold cranking amps per battery)	○	○
Tachograph – Digital, electronic, 24-hour*	○	○
Cruise control (includes leather-wrapped steering wheel with silver effect spokes and leather-trimmed gearshift knob with aluminium insert)	□	□
Control stalks – Column-mounted for indicators and wash/wipe functions	●	●

Interior features

	Chassis Cabs	Double Cabs
<b>Seats</b>		
Seat trim – Tomy fabric	●	●
Seat trim – York weave vinyl	○	○
Front seats – <b>Tomy / 8-way driver's</b> (fore/aft; recline; height and tilt) / <b>dual</b> passenger's seat / manual adjustment with fixed armrest; height-adjustable head restraints / (administrative use – <b>seat pack 22</b> )	●	●
Front seats – <b>Tomy / 8-way driver's</b> (fore/aft; recline; height and tilt) / <b>single, 4-way</b> passenger's seat (fore/aft and recline) / manual adjustment with fixed armrest; height-adjustable head restraints / heated / (administrative use – <b>seat pack 21</b> )	○	○
Front seats – <b>Tomy / 10- way driver's</b> (fore/aft; recline; height; tilt and lumbar) / <b>dual</b> passenger's seat / manual adjustment with fixed armrest; height-adjustable head restraints / (administrative use – <b>seat pack 23</b> )	○	○
Front seats – <b>Tomy / 8-way driver's</b> (fore/aft; recline; height and tilt) / <b>single, 8-way</b> passenger's seat (fore/aft; recline; height and tilt) / manual adjustment with fixed armrest; height-adjustable head restraints / <b>side airbags</b> (automatically specifies passenger front airbag at extra cost) / (administrative use – <b>seat pack 30</b> )	○	○
Front seats – <b>Tomy / 10-way driver's</b> (fore/aft; recline; tilt and lumbar) <b>heated / single, 10-way</b> passenger's seat (fore/aft; recline; height; tilt and lumbar) / manual adjustment with fixed armrest; height-adjustable head restraints <b>heated / side airbags</b> (automatically specifies passenger front airbag at extra cost) / (administrative use – <b>seat pack 31</b> )	○	○
Front seats – <b>York / 8-way driver's</b> (fore/aft; recline; height and tilt) / <b>dual</b> passenger's seat / manual adjustment with fixed armrest; height-adjustable head restraints / (administrative use – <b>seat pack 27</b> )	○	○
Rear seats – Bench seat (3 passengers) with height-adjustable head restraints (not available on 350HD, 460 variants) <b>rear seat pack 2</b>		●
Rear seats – Quad seat and stowage / standard on 350HD, 460 Double Chassis Cab) <b>rear seat pack 11</b>		○/●
Seat belts – Height-adjustable mount, driver's and outer front passenger's side	●	●
Rear seat belts – 3-point inertia reel (quad seat – centre seats – lap straps only).		●

Interior features

	Chassis Cabs	Double Cabs
<b>Comfort and convenience</b>		
Air conditioning – Front, manual	○	○
Bottle holder – Twin, 2 litre bottle capacity, facia-mounted	●	●
Cup holder – Twin, facia-mounted	●	●
Glovebox – With lid and A4 file storage capability, moulded hook in lid	●	●
Grab handle – passenger side 'A' pillar mounted	○	○
Heater – Recirculation	●	●
Power point socket (located in driver's top stowage bin)	●	●
Storage – Front door map pockets	●	●
Storage – Driver's and passenger's side, storage compartments on facia top with lift up lids	●	●
Storage – Central slot for 1" A4 binder or clipboard storage	●	●
Storage – Passenger's side open storage area (not available with front passenger's airbag)	●	●
Storage – Centre stack-mounted car park/toll ticket holder	●	●
Sunvisors – Two, swivelling	●	●
Tray – Centre facia-mounted, swivelling with two cupholders and a pen groove	●	●

● = Standard, ○ = Option, at extra cost. \*Tachograph – Legal requirement on 460 variants. Exemptions may apply. For full legislation, please refer to VOSA. For vehicles operating over 3500Kg GVM or GTM a tachograph may be required as defined in legislation – 'Drivers Hours and Tachograph Rules for Good Vehicles in the UK and Europe' therefore when specifying a tow-bar of 460 derivative, determine if a tachograph is required to comply with legislation. (Please note that a digital tachograph cannot be retro fitted to stock FWD vehicles – factory order only).

Option packs

	Chassis Cabs	Double Cabs
Premium Visibility Pack – Electrically-operated and heated door mirrors; automatic headlights; automatic front wipers with rain sensor; instrument panel dimmer and front fog lights.	○	○
Appearance Pack – Body colour front bumper centre piece; front fog lights; full wheelcovers*; bodyside mouldings and integrated stainless steel step trim plates.	○	○
Trunker Pack – Cruise control (includes leather-wrapped steering wheel with silver effect spokes and leather trimmed gearshift knob with aluminium insert) and trip computer	○	○
Ford Auto-Start-Stop – 'ECO OFF' switch on Instrument Panel, trip computer and switchable speed limiter 70mph (Not available with Thatcham CAT 1 alarm, side airbags and/or SVO third battery option)	○	○
Smoker's Pack – Front ashtray and cigar lighter	○	○

○ = Option, at extra cost. \*Wheelcovers not available with dual rear wheel variants.

Special vehicle options

	SVO option no.	Chassis Cab	Double Cab
<b>Body</b>			
Passenger seat deletion (BVFDL)	A304	○	○
Delete rear seat and windowless rear crew doors – Utility Cab (AALDI) <sup>‡</sup>	A989		○
<b>Exhaust</b>			
Mid side exit exhaust (RHS) (F2CAF)	A890	○	○
<b>Electrical</b>			
Two Cyclic durable batteries (95Ah + 80Ah cycle), (under driver's seat) (HTCAC)	A736	○	○
Auxiliary fuse panel – 10 fuses, 7 Relays (JZGAB)	A526	○	○
Engine rpm speed control for power take off, 1300-3000 rpm (DCNAB)	A003	○	○
Switch & wiring for single amber beacon	A605	○	○
<b>Paint</b>			
Special Paint, 180 colours available, consult Dealer for details**		○	○

○ = Option, at extra cost. \*Single passenger seat mandatory, 3rd battery located under passenger seat. \*\*SVO paint suffix must be entered at time of ordering. <sup>‡</sup>Internal bulkhead/flooring etc. is available as an OSS supplier option to form a full steel secure cab on OSS Tipper models only.



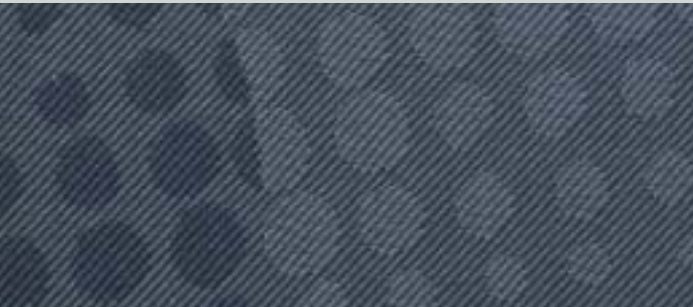
**Frozen White\***  
Solid body colour



**Avalon\*\***  
Metallic body colour†

\*Classic colours  
\*\*Contemporary colours  
†Metallic body colours are options, at extra cost.  
Ford understands the colour you select may represent your corporate colour choice for years to come. Therefore we recommend you select one of our classic colours or, if you need a unique colour for your fleet, speak to your local dealer about our SVO colours that offer you more than 100 colour options. Contemporary colours reflect the latest trends in vehicle colouring but are subject to deletion.

**Ford Transit Base Chassis Cab**  
Tomy cloth seat trim in Lichen



**Race Red\***  
Solid body colour



**Ink Blue\*\***  
Metallic body colour†

**Ford Transit Base Chassis Cab**  
York Weave vinyl trim in Lichen (Option)



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

Colour and trim



**Blazer Blue\***  
Solid body colour



**Midnight Sky\*\***  
Metallic body colour†



**Moondust Silver\*\***  
Metallic body colour†



**Panther Black\***  
Metallic body colour†

**Note** The images used are to illustrate body colours only and may not reflect the vehicle described. Colours and trims reproduced within this brochure may vary from the actual colours, due to the limitations of the printing processes used.





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

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Published by Ford Motor Company Limited,  
Brentwood, Essex, England.  
Registered in England No. 235446.  
FA 1553/5  
INS2012/029 Exp 02/07/2013  
BJN 201818. FoE H49E.  
PN 277518/0912/3.4m/GBR en  
August 2012.  
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