# FORD TRANSIT TRAIL & ACTIVE – TECHNICAL SPECIFICATIONS

## ENGINE

| | | 2.0-litre EcoBlue | | |
|---|---|---|---|---|
| Type | | Inline four cylinder turbo diesel | | |
| Displacement | $cm^3$ | 1996 | | |
| Bore | mm | 84.01 | | |
| Stroke | mm | 90.03 | | |
| Compression ratio | | 16.5:1 | | |
| Max power | PS (kW) | 130 (96) | 170 (125) | 185 (136) |
| | at rpm | 3500 | 3500 | 3500 |
| Max torque | Nm | 360 | 390 | 415 |
| | at rpm | 1500-2500 | 1750-2750 | 1750-2750 |
| Valve gear | | DOHC<br>with 4 valves per cylinder | | |
| Cylinders | | 4 in line | | |
| Cylinder head | | Cast aluminium | | |
| Cylinder block | | Cast iron | | |
| Camshaft drive | | Low-friction belt-in-oil with dynamic tensioner | | |
| Crankshaft | | Forged steel,4 counter-weights, 5 main bearings | | |
| Engine management | | Ford Common Rail Diesel Engine Management System | | |
| Fuel injection | | Common rail direct fuel injection; 2,200 bar injection pressure;<br>8-hole piezo-electric injectors | | |
| Emission control | | Selective Catalytic Reduction (SCR) catalyst with urea injection,<br>oxidation catalyst and standard cDPF,<br>Water-cooled, high-pressure EGR with bypass | | |
| Emission level | | Euro Stage 6d | | |
| Turbocharger | | Low-inertia variable geometry turbocharger with electric actuation | | |
| Lubrication system | | Variable-flow oil pump. Pressure-fed lubrication system with full flow oil filter, 0W30 engine oil | | |
| System capacity | litres | 8.3 with filter (FWD)<br>11.5 with filter (AWD) | | |
| Cooling system | | Engine driven water pump with thermostat control | | |

## Sample test vehicle specifications

### Ford Transit Trail Van 350 2.0-litre EcoBlue 170 PS AWD Medium Wheelbase/Medium Roof (L2/H2)

| **Engine** | | | |
|---|---|---|---|
| Engine type | 2.0-litre EcoBlue | | |
| Max power PS (kW) | 170 (125) | | |
| Max Torque Nm | 390 | | |
| **Driveline** | | | |
| Configuration | Intelligent All-wheel Drive, longitudinal engine, with Auto Start-Stop. | | |
| Transmission | Six-speed manual transmission | | |
| **$CO_2$ emissions and fuel efficiency** | | | |
| **$CO_2$ NEDC combined** g/km | **Fuel efficiency NEDC combined** l/100 km | **$CO_2$ WLTP overall** g/km | **Fuel efficiency WLTP overall** l/100 km |
| 250 | 9.5 | 261 | 9.9 |
| **Construction** | | | |
| Front suspension | Independent MacPherson struts, variable rate coil springs, stabiliser bar and gas pressurised shock absorbers | | |
| Rear suspension | Leaf springs, gas pressurised shock absorbers | | |
| Brakes | Dual-circuit, with servo-assistance. Front and rear discs. Electronic Stability Control (ESC) fitted as standard. | | |
| Steering | Rack and pinion, hydraulic power-assisted, adjustable in reach and rake | | |
| **Weights and dimensions** | | | |
| Kerb weight (kg) | 2300 | | |
| Net payload (kg) | 1200 | | |
| GVM (kg) | 3500 | | |
| GTM (kg) | 6000 | | |
| Braked trailer (kg) | 2800 | | |
| Wheelbase (mm) | 3300 | | |
| Vehicle length (mm) | 5531 | | |
| Vehicle height (mm) | 2447 | | |
| Vehicle width (mm) with/without mirrors | 2474/2059 | | |
| Load volume ($m^3$) | 9.5 (with full bulkhead) | | |



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**Ford Transit Custom Trail Van 340 2.0-litre EcoBlue Hybrid 170 PS FWD mLSD Medium Wheelbase/Low Roof (L2/H1)**

| | | | |
|---|---|---|---|
| **Engine** | | | |
| Engine type | 2.0-litre EcoBlue with electric torque assistance | | |
| Max power PS (kW) | 170 (125) | | |
| Max Torque Nm | 390 | | |
| **Driveline** | | | |
| Configuration | Front-wheel drive, transverse engine, with Auto Start-Stop | | |
| Hybrid system | Belt integrated starter/generator, 48V, 10Ah lithium-ion battery pack | | |
| Transmission | Six-speed manual transmission, Quaife mechanical limited-slip differential | | |
| **$CO_2$ emissions and fuel efficiency** | | | |
| **$CO_2$ NEDC combined** g/km | **Fuel efficiency NEDC combined** l/100 km | **$CO_2$ WLTP overall** g/km | **Fuel efficiency WLTP overall** l/100 km |
| 145 | 5.5 | 195 | 7.4 |
| **Construction** | | | |
| Front suspension | Independent MacPherson struts, variable rate coil springs, stabiliser bar and gas pressurised shock absorbers | | |
| Rear suspension | Leaf springs, gas pressurised shock absorbers | | |
| Brakes | Dual-circuit, with servo-assistance. Front and rear discs. Electronic Stability Control (ESC) fitted as standard. | | |
| Steering | Rack and pinion, electric power-assisted, adjustable in reach and rake | | |
| **Weights and dimensions** | | | |
| Kerb weight (kg) | 2102 | | |
| Net payload (kg) | 1223 | | |
| GVM (kg) | 3400 | | |
| GTM (kg) | 5365 | | |
| Braked trailer (kg) | 2800 | | |
| Wheelbase (mm) | 3300 | | |
| Vehicle length (mm) | 5340 | | |
| Vehicle height (mm) with/without roof rails | 1956/2039 (unladen) | | |
| Vehicle width (mm) with/without mirrors | 2272/2080 | | |
| Load volume ($m^3$) | 6.8 (with full bulkhead) | | |



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**Ford Tourneo Custom Active 2.0-litre EcoBlue 185 PS FWD mLSD Short Wheelbase/Low Roof (L1/H1)**

| **Engine** | | | |
|---|---|---|---|
| Engine type | 2.0-litre EcoBlue | | |
| Max power PS (kW) | 185 (136) | | |
| Max Torque Nm | 415 | | |
| **Driveline** | | | |
| Configuration | Front-wheel drive, transverse engine, with Auto Start-Stop | | |
| Hybrid system | Belt integrated starter/generator, 48V, 10Ah lithium-ion battery pack | | |
| Transmission | Six-speed manual transmission, Quaife mechanical limited-slip differential | | |
| **$CO_2$ emissions and fuel efficiency** | | | |
| **$CO_2$ NEDC combined** g/km | **Fuel efficiency NEDC combined** l/100 km | **$CO_2$ WLTP overall** g/km | **Fuel efficiency WLTP overall** l/100 km |
| 147 | 5.6 | 207 | 7.9 |
| **Construction** | | | |
| Front suspension | Independent MacPherson struts, variable rate coil springs, stabiliser bar and gas pressurised shock absorbers | | |
| Rear suspension | Leaf springs, gas pressurised shock absorbers | | |
| Brakes | Dual-circuit, with servo-assistance. Front and rear discs. Electronic Stability Control (ESC) fitted as standard. | | |
| Steering | Rack and pinion, electric power-assisted, adjustable in reach and rake | | |
| **Weights and dimensions** | | | |
| Kerb weight (kg) | 2428 | | |
| Net payload (kg) | 687 | | |
| GVM (kg) | 3190 | | |
| GTM (kg) | 5190 | | |
| Braked trailer (kg) | 2100 | | |
| Wheelbase (mm) | 2933 | | |
| Vehicle length (mm) | 4973 | | |
| Vehicle height (mm) | 2039 (unladen) | | |
| Vehicle width (mm) with/without mirrors | 2272/1986 | | |



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**Ford Transit Custom Active Double-cab-in-van 320 2.0-litre EcoBlue Hybrid 170 PS FWD mLSD Medium Wheelbase/Low Roof (L2/H1)**

| | | | |
|---|---|---|---|
| **Engine** | | | |
| Engine type | 2.0-litre EcoBlue | | |
| Max power PS (kW) | 170 (125) | | |
| Max Torque Nm | 390 | | |
| **Driveline** | | | |
| Configuration | Front-wheel drive, transverse engine, with Auto Start-Stop | | |
| Hybrid system | Belt integrated starter/generator, 48V, 10Ah lithium-ion battery pack | | |
| Transmission | Six-speed manual transmission, Quaife mechanical limited-slip differential | | |
| **$CO_2$ emissions and fuel efficiency** | | | |
| **$CO_2$ NEDC combined** g/km | **Fuel efficiency NEDC combined** l/100 km | **$CO_2$ WLTP overall** g/km | **Fuel efficiency WLTP overall** l/100 km |
| 158 | 6.0 | 204 | 7.8 |
| **Construction** | | | |
| Front suspension | Independent MacPherson struts, variable rate coil springs, stabiliser bar and gas pressurised shock absorbers | | |
| Rear suspension | Leaf springs, gas pressurised shock absorbers | | |
| Brakes | Dual-circuit, with servo-assistance. Front and rear discs. Electronic Stability Control (ESC) fitted as standard. | | |
| Steering | Rack and pinion, electric power-assisted, adjustable in reach and rake | | |
| **Weights and dimensions** | | | |
| Kerb weight (kg) | 2200 | | |
| Net payload (kg) | 925 | | |
| GVM (kg) | 3200 | | |
| GTM (kg) | 5240 | | |
| Braked trailer (kg) | 2800 | | |
| Wheelbase (mm) | 3300 | | |
| Vehicle Length (mm) | 5340 | | |
| Vehicle Height (mm) | 1956 (unladen) | | |
| Vehicle Width (mm) with/without mirrors | 2272/1986 | | |



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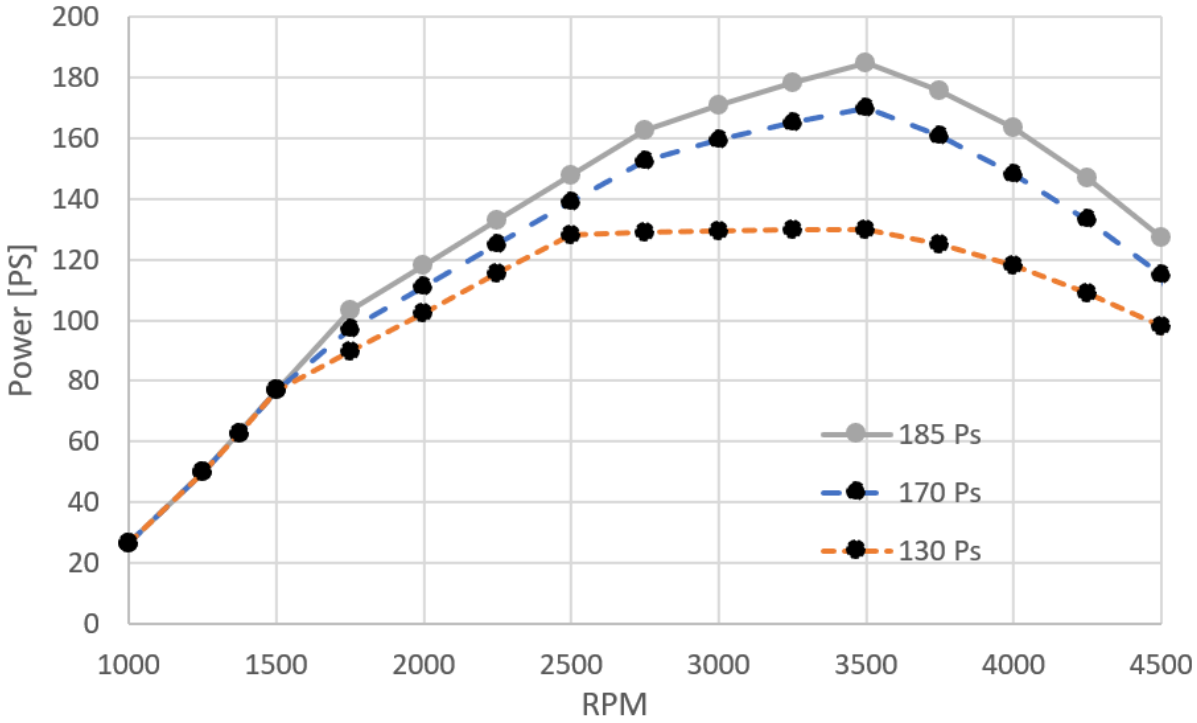
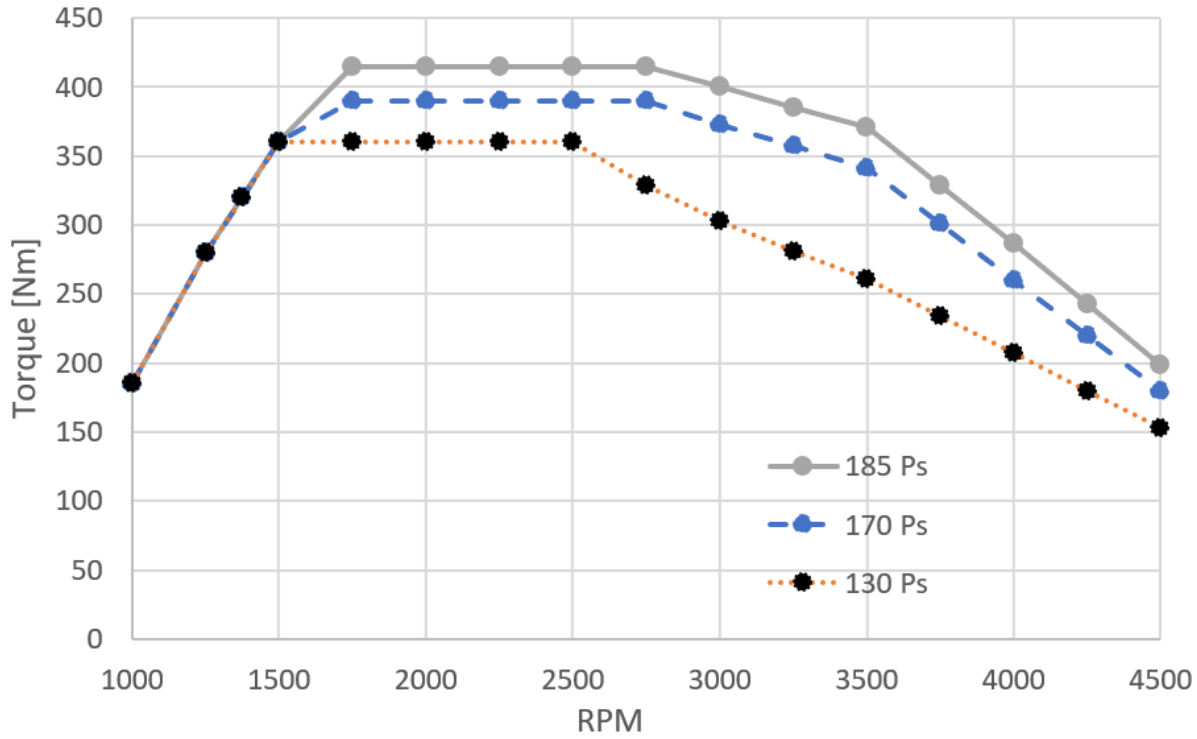
**Appendix: Power and torque curves 2.0-litre EcoBlue**.



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Note: The data information in this press release reflects preliminary specifications and was correct at the time of going to print. However, Ford policy is one of continuous product improvement. The right is reserved to change these details at any time.

The declared fuel/energy consumptions, $CO_2$-emissions and electric range are determined according to the technical requirements and specifications of the European Regulations (EC) 715/2007 and (EU) 2017/1151 as last amended. Light Duty Vehicle type-approved using the World Harmonised Light Vehicle Test Procedure (WLTP) will have fuel/energy consumption and $CO_2$-emission information for New European Drive Cycle (NEDC) and WLTP. WLTP will fully replace the NEDC latest by the end of the year 2020. The applied standard test procedures enable comparison between different vehicle types and different manufacturers. During NEDC phase-out, WLTP fuel consumption and $CO_2$ emissions are being correlated back to NEDC. There will be some variance to the previous fuel economy and emissions as some elements of the tests have altered, so the same car might have different fuel consumption and $CO_2$ emissions.

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