
Ford
CHASSIS CONVERSIONS
Ford

Get the most from your new Ford

We want to help you get the most from your new Ford. And to do that, you need to know how much it is designed to safely carry.

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

The Ford Transit is designed to carry cargo – and lots of it.

Choosing a new vehicle is an important decision with lots of factors to be considered. While some aspects, like selecting the most appropriate derivative and identifying the intended primary use are relatively simple, others, such as calculating payload are more complex.

Payload capacity

To calculate payload, you need to know two things: the vehicle's gross vehicle mass (GVM) and its kerb mass.

GVM is the maximum permissible weight of the vehicle when loaded and ready to go – that includes the weight of the vehicle itself, ancillaries, driver and crew (assuming the industry standard weight of 75 kg/person), fluids, fuel tank 90% full (1 litre of diesel = approximately 0.85 kg), optional and aftermarket equipment, and cargo.

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

Kerb mass is the weight of a standard-specification Base series vehicle, including fluids and fuel tank 90% full, but without the driver, crew or cargo. If you intend to load the vehicle close to its maximum capacity, it is recommended that you add a margin for error of 5% of the kerb mass to the kerb mass figure before calculating payload, to reduce the risk of overloading.

Payload is the difference between the two.

Gross vehicle mass minus **kerb mass** = **payload**

So to help you choose the right vehicle for your needs, here are some more detailed explanations about the factors that can influence a vehicle's payload. These include, but are not limited to:

Driver and crew

We calculate the weight of the driver and crew based on the industry-standard weight of 75 kg/person. Remember that the driver and crew are not included in the kerb mass figure, so when a driver or crew boards the vehicle, its payload will be reduced accordingly.

Factory-fitted options

Most factory-fitted options will affect a vehicle's payload. For example, air conditioning can add approximately 18 kg to a vehicle's weight, and therefore reduce its payload accordingly.

However, specifying a single front passenger seat in lieu of the standard dual seat will reduce the vehicle's weight by approximately 12 kg, and increase its payload by the same amount. Your Ford Commercial Vehicle Dealer will be able to tell you what features can add or reduce your vehicle's kerb mass and by how much.

Series

All kerb masses quoted in this brochure are for standard-specification Base series models. Trend series models will generally weigh more than Base series due to the increased level of features and equipment.

Manufacturing tolerances

Variations in manufacturing and production processes mean that no two vehicles are likely to weigh exactly the same.

Accessories and aftermarket conversions

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

If payload is critical to your business, or if you plan to carry cargo at, or close to, the vehicle's maximum capacity, your Ford Commercial Vehicle Dealer can help. Using their specialist expertise and knowledge, they can advise you on the exact specification of vehicle required to meet your individual business needs.

Configure your vehicle to suit your job

Ford Commercial Vehicles are available with a wide range of standard and optional features. Your Ford Commercial Vehicle Dealer can help you ensure that you specify the right vehicle features for your specific business needs, including technical items to aid aftermarket fitment of specialist equipment or conversion.

Note Technical information for vehicle converters can be found online via the Body and Equipment Mounting Manual at **www.etis.ford.com** ; go to >information >>vehicle conversions.

Weights and loads

	Max. gross payload (excluding driver/ passengers) (kg)	Gross vehicle mass (kg)	Min. kerb mass* (excluding driver/ passengers) (kg)	Front axle plated mass (kg)	Rear axle plated mass (kg)
CV Skeletal Chassis – FWD					
350 L2	1800-1845	3500	1655-1700	1750/1850	2150
350 L3	1782-1827	3500	1673-1718	1750/1850	2250
350 L4	1761-1806	3500	1694-1739	17501850	2250

FWD = Front-wheel drive, **L2** = Medium wheelbase, **L3** = Long wheelbase, **L4** = Long wheelbase extended length. Figures apply to EU 6.2 LDTIII Chassis Cabs with Auto Start-Stop unless otherwise stated. ***Kerb mass** is affected by many factors such as bodystyles, engines and options. It is the weight of a standard specification base vehicle (different series will have different kerb masses), including fluids and fuel tank 90% full, but without the driver (75 kg), crew or cargo. Payload within this guide is the difference between gross vehicle mass (GVM) and kerb mass with a further 75 kg deduction for the weight of the driver. It must be noted that actual weight will always be subject to manufacturing tolerances which may result in payload variations between this guide and actual weight. For customers intending to load vehicle close to maximum payload, we suggest you also add a margin for error of 5% of kerb mass to the kerb mass figure before calculation, to reduce risk of overloading. NB: It is the responsibility of the vehicle operator to ensure their vehicles are legally compliant for road use.

Fuel economy and CO_2 emissions

			Fuel consumption in mpg/L/100 km[00]		
	Axle ratio[a]	CO_2 emissions (g/km)[00]	Urban	Extra Urban	Combined
CV Skeletal Chassis – FWD					
2.0 TDCi Ford EcoBlue 130 PS (96 kW)	3.26/4.43	179	39.2/7.2	42.8/6.6	41.5/6.8
2.0 TDCi Ford EcoBlue 130 PS (96 kW) 6-speed automatic	3.39	182	38.7/7.3	44.1/6.4	40.9/6.9
2.0 TDCi Ford EcoBlue 170 PS (125 kW)	3.26/4.43	169	39.2/7.2	46.3/6.1	44.1/6.4
2.0 TDCi Ford EcoBlue 170 PS (125 kW)	3.45/4.93	172	39.2/7.2	48.7/5.8	43.5/6.5
2.0 TDCi Ford EcoBlue 170 PS (125 kW) 6-speed automatic	3.39	174	38.7/7.3	47.1/6.0	42.8/6.6

Note for all Stage VI engines: Values shown illustrate vehicles fitted with Auto Start-Stop. Auto Start-Stop system reduces CO_2 emissions and fuel consumption by 6 g/km and between 0.2-0.3 L/100 km respectively. [a]The illustrated axle ratio shown is the one available dependent upon model, GVM payload and engine/transmission combination. [00]The declared fuel/energy consumptions and CO_2 emissions for Stage 6c (N1) and Stage 6d-TEMP (M1) engines are measured according to the technical requirements and specifications of European regulations (EC) 715/2007, (EC) 692/2008 and (EU) 2017/1151, as last amended. Fuel consumption and CO_2 emissions may be specified for a vehicle variant and not for a single vehicle. The applied standard test procedure enables a comparison between different vehicle types and different manufacturers. In addition to the fuel efficiency of a vehicle; driving behaviour as well as other non-technical factors are very important in determining a vehicle's fuel/energy consumption and CO_2 emissions. A guide on fuel economy and CO_2 emissions which contains data for all new passenger carrying vehicle models is available at any point of sale free of charge or can be downloaded at ford.co.uk

Max. GTM (kg)

	Axle ratio[00]		350 L2	350 L3	350 L4	410 L3	410 L4
CV Skeletal Chassis – FWD							
2.0 TDCi Ford EcoBlue 130 PS (96 kW)	3.26/4.43	●	5065	5065	5065	–	–
2.0 TDCi Ford EcoBlue 130 PS (96 kW) 6-speed automatic	3.39	●	4250	4250	4250	–	–
2.0 TDCi Ford EcoBlue 170 PS (125 kW)	3.26/4.43	●	5065	5065	5065	–	–
2.0 TDCi Ford EcoBlue 170 PS (125 kW)	3.45/4.93	○	6000	6000	6000	–	–
2.0 TDCi Ford EcoBlue 170 PS (125 kW) 6-speed automatic	3.39	●	4250	4250	4250	–	–

● = Standard, ○ = Option, at extra cost. **Note:** All engines are EU6.2 unless stated. [00]The illustrated axle ratio shown is the one available dependent upon model, GVM payload and engine combination. Consult your Dealer for more information.

Model availability

	350 L2	350 L3	350 L4
CV Skeletal Chassis – FWD			
2.0 TDCi Ford EcoBlue 130 PS (96 kW)	●	●	●
2.0 TDCi Ford EcoBlue 130 PS (96 kW) 6-speed automatic	●	●	●
2.0 TDCi Ford EcoBlue 170 PS (125 kW)	●	●	●
2.0 TDCi Ford EcoBlue 170 PS (125 kW) 6-speed automatic	●	●	●

● = Available, – = Not available. **FWD** = Front-wheel drive, **L2** = Medium wheelbase, **L3** = Long wheelbase, **L4** = Long wheelbase with extended frame. All engines are Stage VI LDTIII with 6-speed manual transmission unless otherwise stated.

Dimensions (mm)

	L2 Skeletal Chassis	L3 Skeletal Chassis	L4 Skeletal Chassis	L2 Stripped Chassis	L3 Stripped Chassis	L4 Stripped Chassis
Overall length	5321	5771	5975	5321	5771	5975
Overall width with mirrors (short arm/long arm)	2474/2746	2474/2746	2474/2746	2474/2746	2474/2746	2474/2746
Overall width with folded back mirrors (short arm/long arm)	2112/2119	2112/2119	2112/2119	2112/2119	2112/2119	2112/2119
Overall width without mirrors	2052	2052	2052	2052	2052	2052
Overall height (maximum)	2183	2176	2173	n/a	n/a	n/a
Front of vehicle to front-wheel centre	1023	1023	1023	1023	1023	1023
Wheelbase	3300	3750	3954	3300	3750	3954
Rear of vehicle to rear-wheel centre	998	998	998	998	998	998
Chassis frame length	2951	3401	3605	2951	3401	3605
Floor/chassis frame height*	636	633-635	630	636	633-635	630
Rear of cab to front-wheel centre	1347	1347	1347	1347	1347	1347
Rear of cab to rear-wheel centre	1953	2403	2607	1953	2403	2607
Standard rear-wheel track	1759 ●	1759 ●	–	1759 ●	1759 ●	–
Wide rear-wheel track	1980 ○	1980 ○	1980 ●	1980 ○	1980 ○	1980 ●
Turning circle (m)						
Kerb to kerb	11.9	13.3	14.0	11.9	13.3	14.0

L2 = Medium wheelbase, **L3** = Long wheelbase, **L4** = Long wheelbase extended length. **FWD** = Front-wheel drive. All dimensions (shown in mm) are subject to manufacturing tolerances and refer to minimum specification models and do not include additional equipment. *Height dimensions show the range from minimum to maximum of a fully laden, lowest payload vehicle to unladen highest payload vehicle. These illustrations are for guidance only. All bodywork and equipment must be fitted in accordance with the Transit Body and Equipment Mounting Manual.
● = Standard, ○ = Option, at extra cost.

Styling and appearance

	CV Skeletal Chassis	Stripped Chassis
Wheels		
Steel – 16"x6½" (fitted with 235/65 R16C 121/119 R BSW tyres)	●	●
Wheel covers – Full	●	●
Spare – Full-size steel with tool kit	●	●
Design features		
Front bumper – Partial body colour	●	–
Door handles – Self colour	●	–
Front grille – Sterling Grey	●	–
Wide bodyside mouldings – Self colour	●	–
Mud flaps – Front	○	–
Steering wheel – 4-spoke, polyurethane	●	●
Steering wheel – 4-spoke, leather-trimmed	□	□
Paint		
Paint – Metallic	○	○

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