

2024 FORD E-TRANSIT™ (U.S.)

TECHNICAL SPECIFICATIONS



BODY

| | |
|-------------------------|--|
| Construction/materials | Steel unibody |
| Body style | Cargo, chassis cab and cutaway vans |
| Roof heights | Low, medium and high |
| Lengths | Long and extended |
| Batteries | Enhanced-Range |
| Final assembly location | Kansas City Assembly Plant, Claycomo, Missouri |

DRIVETRAIN

| | |
|-----------------|---|
| Layout standard | Floor battery, rear wheel drive, rear e-motor |
|-----------------|---|

PERFORMANCE

| | Enhanced-range battery |
|---------------------|------------------------|
| Peak Power (kW/hp)* | 198kW/266 hp |
| Peak Torque* | 317 lb.-ft. |

BATTERY/CHARGING

| | Enhanced-range battery |
|-------------------------------|------------------------|
| Usable Energy | 89 kWh |
| Battery Configuration | Li-ion, single pack |
| Onboard Charger | 19.2 input |
| Peak DCFC Power | 176 kWh |
| Pro Power Onboard | 2.4 kW |
| Ford Mobile Power Cord | Standard |
| Ford Connected Charge Station | Available |

ESTIMATED CHARGE TIMES†

| | |
|----------------------|---------------------|
| 10-80% DCFC | 28 minutes |
| 10-80% (50 kW) | 82 minutes |
| 0-100% 240V L2 (80A) | 6 hours 11 minutes |
| 0-100% 240V L2 (32A) | 14 hours 20 minutes |

ESTIMATED MILES PER CHARGE††

| | |
|----------------------------------|----------|
| 15-min miles (DCFC) | 67 |
| 10-min miles (DCFC) | 47 |
| L2 charging miles per hour (32A) | 25 miles |

*Calculated via peak performance of the electric motor(s) at peak battery power. Horsepower and torque are independent attributes and may not be achieved simultaneously. Your results may vary.

††Based on manufacturer calculation using computer engineering simulations. Your results may vary.

†Charge time based on manufacturer computer engineering simulations. The charging rate decreases as battery reaches full capacity. Your results may vary based on peak charging times and battery state of charge.

††Range and charge time based on manufacturer computer engineering simulations and US EPA MCT drive cycle methodology (www.fueleconomy.gov/feg/pdfs/EPA_test_procedure_for_EVs-PHEVs-11-14-2017.pdf). The charging rate decreases as battery reaches full capacity. Your results may vary based on peak charging times and battery state of charge. Actual vehicle range varies with conditions such as external elements, driving behaviors, vehicle maintenance, lithium-ion battery age and state of health.

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STEERING

| | |
|------|-------------------------|
| Type | Electric Power-Assisted |
|------|-------------------------|

SUSPENSION

| | |
|---------------------------|---|
| Front configuration | Front independent MacPherson strut suspension w/stabilizer bar |
| Front shock absorber type | Gas-pressurized |
| Rear configuration | Independent rear suspension with coil springs, semi-trailing arm STA and stabilizer bar |
| Rear shock absorber type | Gas-pressurized |

BRAKES

| | |
|------------------------------------|---|
| Front Type | Power anti-lock vented disc |
| Front rotor diameter (outer/inner) | 12.1 inches / 6.5 inches |
| Front caliper configuration | Two-piston caliper, 1.89-inch diameter |
| Rear type | Power anti-lock solid disc |
| Rear rotor diameter (outer/inner) | 12.1 inches / 7.9 inches |
| Rear caliper configuration | Single-piston caliper, 2.01-inch diameter |
| Parking brake (type) | Rear brake integrated caliper, electric parking brake |

SAFETY/CONTROL SYSTEMS

| | |
|-----------------------|--|
| ABS/Stability Control | Four-Wheel Anti-Lock Brakes, AdvanceTrac® with Roll Stability Control™ (RSC®), Side-Wind Stabilization System |
| Airbags | Front – Driver and passenger Front – Driver and passenger seat-mounted side Safety Canopy® side curtains |
| Chassis safety | Tire Pressure Monitoring System (TPMS), SOS Post-Crash Alert System™ |

DRIVER ASSIST TECHNOLOGY

| | |
|-----------|---|
| Standard | Lane-Keeping System with Lane-Keeping Alert, Road Edge Detection, Driver Alert System (Drowsiness Detection), Pre-Collision Assist with Automatic Emergency Braking, Post Impact Braking, Hill Start Assist, Auto High Beam Controller, High Resolution camera (cargo van), Auto rain sensing windshield wipers |
| Available | Speed Sign Recognition with Navigation, Intelligent Speed Assist, Intelligent Adaptive Cruise Control, Automatic Speed Limiting Device, Blind Spot Information System w/ Trailer Tow, Cross Traffic Alert, Blind Spot Assist/Lane Change Warning & Aid, Pre-Collision Assist, Reverse Brake Assist, Enhanced Active Park Assist, Front Park Aid, Rear Park Aid, Side Park Aid |

WHEELS

| | |
|---|------------------------|
| 16-inch steel wheel with full wheel cover | Standard on all models |
|---|------------------------|

HEADLIGHTS

| | |
|----------------------------------|-------------------------------|
| Standard hi/low automatic on/off | Halogen |
| Available | Black or chrome HID headlamps |
| Fog lamps (optional) | Halogen |



SPECS (ENHANCED-RANGE BATTERY)

| | | | | |
|------------------------------|-------|--------|-------|----------|
| Length | Long | Long | Long | Extended |
| Roof height | Low | Medium | High | High |
| Targeted max payload (lbs.)* | 3,249 | 3,100 | 3,004 | 2,799 |
| Range (miles)** | 159 | 148 | 143 | 142 |
| Base curb weight (lbs.) | 6,189 | 6,337 | 6,432 | 6,635 |

SPECS (ALL MODELS)

| | | | | |
|-------------------------------------|-------|--------|-------|----------|
| Length | Long | Long | Long | Extended |
| Roof height | Low | Medium | High | High |
| Seating | 2 | 2 | 2 | 2 |
| Cargo vol. behind 1st row (cu. ft.) | 277.7 | 357.1 | 404.3 | 487.3 |
| Max. front axle load (lbs) | 4,130 | 4,130 | 4,130 | 4,130 |
| Max. rear axle load (lbs.) | 6,000 | 6,000 | 6,000 | 6,000 |

*When properly equipped. Max. payload varies and is based on accessories and vehicle configuration. See label on doorjamb for carrying capacity of a specific vehicle.

**Based on full charge. 2023 E-Transit cargo van low-roof model demonstrated range reflecting current capability based on testing consistent with US EPA MCT drive cycle methodology (https://fuelconomy.gov/feg/pdfs/EPA_test_procedure_for_EVs-PHEVs-11-14-2017.pdf) at ALVW (Adjust Loaded Vehicle Weight). Medium-roof and high-roof models projected range reflecting capability based on CAE analytical adjustments from tested vehicle and adjusted for roof height. Actual range varies with conditions such as external environment, vehicle use, upfits and alterations, vehicle maintenance, lithium-ion battery age and state of health.

