EV FACT SHEET

Ford E-Transit van

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Ford E-Transit van. Image: B Gaton

INTRODUCTION

The Ford E-Transit van first began production in 2022 with US deliveries from their Kansas (US) factory in February 2022. European deliveries started in April 2022 from the Ford Otsan factory in Turkey. Australian deliveries began in May 2023. (Australian E-Transits are sourced from the Otsan factory).

Unlike the fossil fuelled version (which uses traditional leaf springs and a live axle), the rear suspension in the E-Transit is independent with semi-trailing arms and coil springs, which makes for a better ride than its ICE sibling.

Whilst overseas versions can be optioned with the Pro Power Onboard system (which enables up to 2400W power output via standard 3 pin outlets), at the time of writing (May 2023) Ford are not making that option available here.

DRIVING RANGE

Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle. However few manufacturers now give this figure for their most recent releases. Instead they quote the more achievable ranges found using the newer European WLTP test cycle. Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a guide, NEDC is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional driving.

DRIVING RANGE (continued)

National testing system range estimates in km		
NEDC (Aust)	**WLTP (Euro)**	**US EPA**
Not rated	230-307 (mid roof) 222-295 (high roof)	203

Table 2: comparison of mandated test cycle driving ranges.

FLEET EV TRANSITION TIPS:

Key to increasing the efficient use of an electric LCV is recharging whilst loading and unloading at delivery points as well as during down-times at its home base. Installing the maximum AC charger size at the home base is recommended, as well as placing a charger or 32A three phase outlet adjacent to the loading area.

Note: Planning for a business EV transition where more than one LCV is used will include the need to review the business location's power supply situation as well as an overall EV fleet use-case charging needs assessment.

Knowing, finding and using three phase outlets and DC fast-chargers is important for longer trips in short to mid-driving range EVs like the E-Transit. To navigate this new aspect of EV fleet management, fleet managers will need to provide information and training to drivers on higher power portable chargers (if supplied), DC charging and how to use the Apps from the major fast-charge providers. (These include Chargefox, Evie, BP Pulse and Ampol's AmpCharge, as well as the open source Plugshare.com).

CHARGING SPEEDS/REQUIREMENTS

Charging port

The E-Transit van is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers[1] as well as via CCS2 DC fast-chargers.

CCS2 charging plug and socket

Notes:

1. The E-Transit van can be charged at any AC EVSE, however an adaptor will be needed to use the (very few) remaining older EVSEs fitted with Type 1 (J1772) plugs.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

Like all new EVs sold in Australia, the Ford E-Transit is fitted with a type 2 AC charging socket.

Charging rates:

Single phase: maximum of 7.4 kW (32A)
Three phase: maximum of 11 kW (16A per phase)

Charging speeds and times vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) it is connected to and the chosen battery size. Approximate charging times for the E-Transit van are shown in table 3 below.

(a) AC: 0 – 100% time				DC: 0 – 80% time	
10 A (power point)	15 A 1 phase (Caravan outlet)	32 A (1 phase Home EVSE)	16 or 32 A (3 phase public AC EVSE)	DC Fast charge (50kW)	DC Fast charge (115+kW)
34h	20h	10h	8.2h	1.1h	45m

Table 3: Approximate charging times for the E-Transit van.

DC fast charging:

The E-Transit van uses the CCS2 DC fast-charge connector and can charge at up to 115 kW DC.

V2X capability:

The E-Transit is not capable of V2L, V2H or V2G.

Notes:

V2X is the generic term covering the options of getting 230V AC power from the battery and supplying it as:

- V2L: vehicle to load (230V power available from outlet in car)
- V2H: vehicle to home (supply home via special connection)
- V2G: vehicle to grid (supply home or grid via spec. connection)

HOME CHARGING CONSIDERATIONS

General

To get the shortest home charging time for an E-Transit van, an 11 kW three phase AC EVSE would be needed. However, depending on your existing power supply and/or charging needs, a lower rated EVSE may only be practicable, or needed. (See notes below). Lower capacity EVSEs will increase charging times, as shown in table 3 above.

Note: Unlike most EVs for sale in Australia, the E-Transit van does NOT come with a Mode 2 portable EVSE for use with a 10A power point. These are however easily bought from aftermarket EVSE retailers. Prices for portable EVSEs start from $400 for a 2 kW unit to around $2000 for a fully flexible 1.6 kW to 22 kW unit with adaptors. If using a 2 kW portable charger with a standard power point, the E-Transit van will take approximately 34 hrs for a 0 – 100% charge.

Important notes for any EVSE installation:

1. High charging rates are generally not needed for overnight charging.
2. Homes do not normally have 3 phase AC connected, although most commercial premises will have 3 phase power available.
3. Switchboard and/or electrical supply upgrades may be needed if your home or business is more than 20 years old. For more information on this item - read EV Information articles at *EVchoice.com.au* or see:
   (a) Renew magazine edition 143. (EVSE wiring)
   (b) Renew magazine edition 156. (EVSE buyer's guide)

SPECIFICATIONS

Seating capacity: 3

Dimensions and weights:

Dimensions/weights/volumes	
Length (mm)	5981
Width – mirrors in (mm)	2112
Width – mirrors out (mm)	2474
Height (mm) mid/high roof	2533/2769
Wheel base (mm)	3570
Turning circle (m)	14.3
Cargo area length (mm)	3533
Cargo area width (mm) at wheel arches	1392
Cargo area width (mm) maximum	1784
Cargo area height (mm) mid/high roof	1786/2025
Rear door opening width (mm)	1565
Rear door opening height (mm) mid/high roof	1648/1887
Side door opening width (mm)	1300
Side door opening height (mm)	1600
Gross vehicle mass (kg)	4250
Payload (kg) mid/high roof	1611/1566
Tare weight (kg) mid/high roof	2639/2684
Cargo volume (m^3) mid/high roof	11/12.4

Battery:

- 77 kWh (68kWh usable)

Charging:

- 1 phase AC: 7.4 kW (maximum)
- 3 phase AC: 11 kW (maximum)
- DC: 115 kW (maximum)

Charge port location:

- centre front (centre of grille, below Ford badge)

Vehicle to Load connection (position and power):

- The Ford E-Transit is currently not V2X capable

Energy consumption: (WLTP):

- TBC

Drive configuration:

- rear wheel drive

Towing:

- Not rated for towing

Performance:

- Maximum power: 198 kW
- 0 – 100km/hr: not specified.

IMPORTANT NOTES:

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