



Ford stretches Transit Chassis Cab for high-capacity transport

- Ford introduces new Transit chassis cab model offering generous cargo capacity of 10 Euro pallets to support growing international transport sector ¹
- Extended length chassis and Heavy Duty powertrains meet demand from customers in Poland, Central Europe, and Baltic states for long-haul vehicle with 3.5-tonne GVM
- New Transit chassis cab model suitable for conversions including high-capacity curtainside box bodies with sleeper pod. Ford offers a network of almost 200 Qualified Vehicle Modifiers

DUNTON, U.K., Feb. 8, 2021 – Ford has introduced a new version of its Transit chassis cab, specifically designed to offer maximum cargo capacity for operators in the expanding 3.5-tonne international transport market.

The new front-wheel drive model features an extended length chassis and Heavy Duty powertrains in response to strong demand from Poland, Central Europe and the Baltic states – home to many businesses that deploy 3.5-tonne delivery vehicles on international routes.

Fitted with a curtainside box body conversion, the latest L5 Transit chassis cab can transport up to 10 Euro pallets – even with a sleeper pod fitted – and an expected payload of up to 950 kg once converted. ²

“Business is booming in the long-haul delivery sector and our new stretched Transit chassis cab model is specially designed to offer the largest possible load space – helping hard-working businesses be more productive than ever,” said Paul Baynes, conversions manager, Commercial Vehicles, Ford of Europe.

The L5 Transit chassis cab is now available across European markets, backed by Ford’s network of almost 200 Qualified Vehicle Modifiers in 13 countries to design and build bespoke conversions for specific business needs.

Outstanding cargo capacity

To deliver its generous cargo capacity, the new model features a 4,522 mm wheelbase – the longest of any front-wheel drive chassis cab with 3.5-tonne GVM.

To ensure the new chassis cab meets customer requirements, Ford has already worked with converters Carpol and Nadwozia Partner in Poland to produce typical international transport demonstrator vehicles with curtainside box bodies and comfortable sleeper pods behind or above the cab.

All Transit L5 FWD chassis cabs are equipped with Heavy Duty emissions-compliant versions of Ford’s fuel-efficient and powerful 2.0-litre EcoBlue diesel engine. ³ Delivering 130 PS and 360 Nm of torque as standard, with a higher-performance variant producing 160 PS and 390 Nm available for more demanding applications, both Heavy Duty engine variants support conversions exceeding 2,380 kg converted weight, ideal for international transport operators.

A six-speed manual transmission is fitted as standard, with a six-speed automatic transmission featuring manual shifting mode also available. An optional 95-litre extended range fuel tank can be specified with all powertrains, offering increased range to improve productivity with fewer refuelling stops.

Available driver assistance technologies including Intelligent Adaptive Cruise Control⁴ and Lane-Keeping System⁵ can help to ease fatigue on long-distance drives, and were [recently commended](#) by independent vehicle safety authority Euro NCAP.

The new L5 chassis cab further expands the huge range of Transit derivatives that also includes the heaviest-rated Transit chassis cab ever, which reached dealerships late last year offering a [5.0-tonne GVM](#) for heavy conversions. In 2020, Ford was the leading commercial vehicle brand in Europe for the sixth consecutive year; Transit recorded sales of 87,139 units in Ford's core Euro 20 markets.⁶

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¹ Cargo and load capacity limited by weight and weight distribution.

² Max payload varies and is based on accessories and vehicle configuration. See label on door jamb for carrying capacity of a specific vehicle.

³ Fuel efficiency and CO₂ emission data will depend on homologation of converted vehicles using FordEtis WLTP CO₂ Calculation Tool.

⁴ Driver-assist features are supplemental to and do not replace the driver's attention, judgment and need to control the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations.

⁵ Lane-Keeping System does not control steering. Driver-assist features are supplemental to and do not replace the driver's attention, judgment and need to control the vehicle.

⁶ The Euro 20 markets are: Austria, Belgium, Britain, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Norway, Poland, Portugal, Spain, Romania, Sweden and Switzerland.

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***Ford of Europe** is responsible for producing, selling and servicing Ford brand vehicles in 50 individual markets and employs approximately 45,000 employees at its wholly owned facilities and consolidated joint ventures and approximately 58,000 people when unconsolidated businesses are included. In addition to Ford Motor Credit Company, Ford Europe operations include Ford Customer Service Division and 18 manufacturing facilities (12 wholly owned facilities and six unconsolidated joint venture facilities). The first Ford cars were shipped to Europe in 1903 – the same year Ford Motor Company was founded. European production started in 1911.*

Ford in Belgium & Luxemburg

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