

HYBRID ELECTRIC VAN TRIAL

THE LONDON FACT FILE

**12-month trial in real-world operating conditions:** Ford joined forces with 16 London businesses to trial Ford Transit Plug-In Hybrid vans for a year to explore how electrified vehicles can support cleaner air targets while boosting productivity for operators in urban conditions

KEY DATA

- 20 prototype Ford Transit Custom Plug-In Hybrid vans
- 240,000 km (150,000 miles) travelled
- Up to 75 per cent of mileage in pure-electric mode
- 85,200 km (53,000 miles) on pure-electric power
- 16 TB of data captured
- 5,500 kWh consumed from charging
- 1,800 battery charges completed



85,200 km  
(53,000 miles) on pure-electric power



HIGHLIGHTS

- CLEANER AIR** – 96 per cent zero-emission electric running achieved by Transport for London vans in Congestion Charge Zone
- LONGEST JOURNEY** – 1,255 km (780-mile) return trip from London to Scotland in a day, for Addison Lee Group delivery
- COST SAVING** – Exemption from London's Congestion Charge Zone saved Speedy Hire close to £1,300 (£1,450) in charges for 112 visits
- TRIAL LEARNINGS** – 20 per cent increase in the proportion of pure-electric driving over six months, following coaching in EV modes
- EMISSION REDUCTION** – Average proportion of electric driving in central London increased from 62 per cent in August 2018 to 75 per cent in February 2019

Greater London  
with Congestion Charge Zone

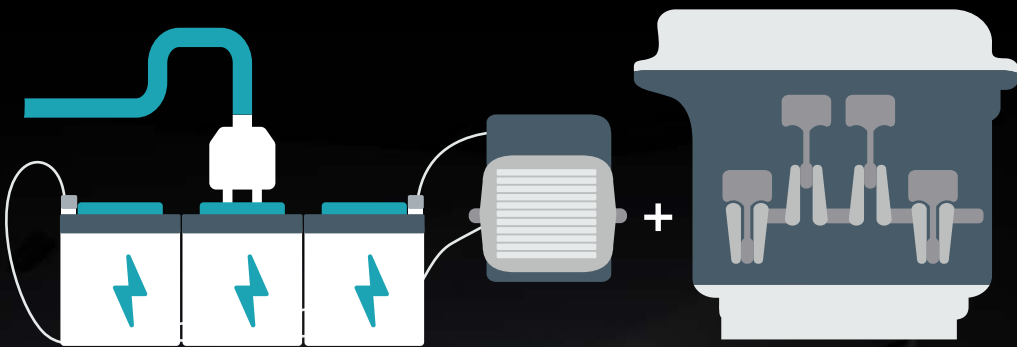


PLUG-IN HYBRID BENEFITS

- Ideal for general-purpose commercial vehicles working in the city
- Zero-emission driving capable
- No range anxiety
- No compromise on payload
- No compromise on load volume
- Simple recharging

HOW DOES A PLUG-IN HYBRID WORK?

The wheels of the Transit Custom Plug-in Hybrid van and Tourneo Custom Plug-In Hybrid people mover are driven exclusively by an electric motor, rather than by the combustion engine. Ford's multi-award winning Ford EcoBoost 1.0-litre petrol engine acts as a range extender and charges the on-board batteries when longer trips are required between charging stops.



- 50 km (31 miles) zero-emission range
- 500 km (310 miles) using the range extender\*
- Full charge in 4.3 hours using domestic 230-volt 10-amp power supply
- Full charge in 3 hours using commercial 230-volt 16-amp power supply

Four selectable EV modes allow the driver to choose when to use electric power stored in the battery and when to recharge the battery using the range extender to optimise use of both energy sources.

- EV Auto
- EV Now
- EV Later
- EV Charge

The Ford Transit Custom Plug-In Hybrid van and Ford Tourneo Custom Plug-in Hybrid eight-seater people mover will offer an eight-year battery warranty.\*\*

\* Transit Custom Plug-In Hybrid van anticipated CO<sub>2</sub> emissions from 75 g/km, fuel-efficiency from 3.3 l/100km  
\*\* Full details of limited warranty will be available from Ford dealers

The declared fuel/energy consumptions, CO<sub>2</sub> emissions and electric range are measured according to the technical requirements and specifications of the European Regulations (EC) 715/2007 and (EC) 692/2008 as last amended. Fuel consumption and CO<sub>2</sub> emissions are specified for a vehicle variant and not for a single car. The applied standard test procedure enables comparison between different vehicle types and different manufacturers. In addition to the fuel-efficiency of a car, driving behaviour as well as other non-technical factors play a role in determining a car's fuel/energy consumption, CO<sub>2</sub> emissions and electric range. CO<sub>2</sub> is the main greenhouse gas responsible for global warming.

Since 1 September 2017, certain new vehicles are being type-approved using the World Harmonised Light Vehicle Test Procedure (WLTP) according to (EU) 2017/1151 as last amended, which is a new, more realistic test procedure for measuring fuel consumption and CO<sub>2</sub> emissions. Since 1 September 2018 the WLTP has begun replacing the New European Drive Cycle (NEDC), which is the outgoing test procedure. During NEDC Phase-out, WLTP fuel consumption and CO<sub>2</sub> 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 i.e., the same car might have different fuel consumption and CO<sub>2</sub> emissions.