



# EV FACT SHEET

## Ford E-Transit Custom

Created and written by:  
Bryce Gaton  
Contact:  
Bryce@EVChoice.com.au



Ford E-Transit Custom (LWB Trend version shown). Image: Ford

### INTRODUCTION

Built on a new platform designed from the outset to carry BEV, PHEV or ICE drivetrains, this latest version of the popular Ford Transit has a payload of just over 1t and an impressive tow rating of 2.3t. As such, the electric version is likely to appeal to many tradies who are keen to reduce their carbon footprint ... and/or their running costs!

The E-Transit Custom is currently offered here as two versions: the long wheelbase (LWB) Trend and short wheelbase (SWB) Sport. Both utilise the same 64kWh (useable) battery size and 160 kW motor.

Built in Ford's Otosan (Turkey) factory, the E-Transit Custom was first released in Europe in early 2024. Not long after that it was officially announced as 'soon to come' to Australia. As per usual though for Australian EV launches, that 'soon' turned into later 2025 before deliveries began 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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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:			
Version	NEDC (Aust)	WLTP (Euro)	US EPA
LWB Trend	Not rated	301	NA <sup>1</sup>
SWB Sport	Not rated	307	NA <sup>1</sup>

Table 1: 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 three phase charger (or three phase outlet for portable chargers) 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 Ford 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 for finding charger locations.

### CHARGING SPEEDS/REQUIREMENTS

#### Charging port

The E-Transit Custom is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers<sup>2</sup> as well as via CCS2 DC fast-chargers.



#### CCS2 charging plug and socket

##### Notes:

1. The E-Transit Custom is not sold in the USA.
2. 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. It will also only charge at the single-phase rate on a Type 1 EVSE.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

Like all new EVs sold in Australia, the Ford E-Transit Custom 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 Custom are shown in table 2 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 (125+kW)
30h	20h	10h	16A: 6.7h 32A: 6.7h	1h	38m

Table 2: Approximate charging times for the E-Transit Custom.

DC fast charging:

The E-Transit van uses the CCS2 DC fast-charge connector and can charge at up to 125 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 a Ford E-Transit Custom, 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 many EVs for sale in Australia, the E-Transit Custom 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 32 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](http://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) LWB/SWB	5450/5050
Width – mirrors in (mm)	2,032
Width – mirrors out (mm)	2,275
Height (mm) mid/high roof	1,968
Ground clearance	160
Wheel base (mm) LWB/SWB	3500/3100
Turning circle (m) LWB/SWB	12.1/10.9
Cargo area length (mm)	3002/2502
Cargo area width (mm) at wheel arches	1392
Cargo area width (mm) maximum	TBC
Cargo area height (mm) LWB/SWB	1425/1427
Rear door opening width (mm)	1400
Rear door opening height (mm)	1316
Side door opening width (mm)	1030
Side door opening height (mm)	1301
Gross vehicle mass (kg) LWB/SWBv	3350/3225
Payload (kg) LWB/SWB	1156/1080
Tare weight (kg) mid/high roof	2163/2114
Cargo volume (m³)	6.5/5.7
Spare wheel?	No

Battery:

- 64kWh (usable)

Charging:

- 1 phase AC: 7.4 kW (maximum)
- 3 phase AC: 11 kW (maximum)
- DC: 125 kW (maximum)

Charge port location:

- Front-right (corner of bumper)

Vehicle to Load connection (position and power):

- The E-Transit custom is currently not V2X capable

Energy consumption: (WLTP):

- LWB: 24.8 kW/100km
- SWB: 24.2 kWh/100km

Drive configuration:

- rear wheel drive

Towing: unbraked/braked

- 750kg/2,300kg

Performance:

- Maximum power/torque: 160 kW/415 Nm
- 0 – 100km/hr: not specified.

IMPORTANT NOTES:

Always check for the latest vehicle specifications with the manufacturer prior to any purchase. No responsibility accepted by AEVA or Bryce Gaton (EV Choice) for errors factual or due to reproduction in this Fact Sheet. Whilst all efforts are made to ensure the accuracy of the material in this Fact Sheet, manufacturers regularly make changes (often unannounced) to their model ranges and specifications.

This Fact Sheet is prepared by EV Choice and provided free to AEVA for non-commercial use.