

Reducing the Carbon Footprint

Ford Transit fuel economy versus speed. Estimated MPG fuel saving in %

Model	60 vs 70 mph	65 vs 70mph	60 vs 65 mph
260/280s, 2.2 85ps low roof	19.40	10.20	10.3
280M, 2.2 110PS med roof	18.05	9.18	9.76
300M, 2.2 110PS low roof	16.67	7.04	9.70
350L, 2.2 110PS med roof	15.29	7.72	8.87
350L, 2.4 100 PS high roof	17.80	9.40	9.30
350L, 2.4 115 PS high roof	13.03	6.45	7.58
350EL, 2.4 Jumbo-SRW 115PS high roof	12.72	6.44	6.71

Ford Transit CO2 versus speed. % reduction in CO2 (g/km)

Model	60 vs 70 mph	65 vs 70mph	60 vs 65 mph
260/280s, 2.2 85ps low roof	19.17	9.70	10.42
280M, 2.2 110PS med roof	18.08	8.86	10.12
300M, 2.2 110PS low roof	16.48	7.70	9.52
350L, 2.2 110PS med roof	15.13	7.01	8.73
350L, 2.4 100 PS high roof	17.54	8.92	9.50
350L, 2.4 115 PS high roof	12.83	6.58	6.70
350EL, 2.4 Jumbo-SRW 115PS high roof	12.83	6.58	6.70

Fitted to the Transit the device can make sound business sense with fuel consumption savings, as well as reducing CO₂ emissions, says Britain's number one light van seller.

On the Transit 260 or 280s 2.2 litre 85 PS low-roof van, for example, driving 10 mph below the motorway limit could save more than 19% on fuel consumption at cruising speeds – alongside a similar percentage cut in CO₂ emissions. By limiting speeds to 65 mph, a saving of more than 10% at cruising speeds is possible on the same model, again with a corresponding 10% plus reduction in CO₂ emissions. On a Transit Jumbo, a cruising speed saving of almost 13% is achievable by governing top speed at 60 mph compared with 70 mph.

Ford's fleet operations director Kevin Griffin said: "For operations on which maximum motorway speed is Not a critical factor, we believe use of road speed limiters to be one of the most cost-effective approaches."

http://www.roadsafe.com/magazine/2007summer/saved_36.html