RANGER
WHAT'S NEW

- Updated Model Lineup and Weights
- Updated Dimensional Data
- Updated Seating Reference Data
- Updated Electrical Pinouts/Locations
- Box Delete and Box Removal are no longer supported
- Super Crew is now the only available model variant
- Added Pickup Box Accessory and Racking attachment guidance

Body Builders Layout Book

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INTRODUCTION

IMPORTANT NOTICES

The information described herein is believed to be correct at the time of publication, but accuracy cannot be guaranteed. Ford reserves the right to discontinue models or change specifications or designs at any time without notice and without incurring any obligation.

Representations regarding the compliance of any Ford- manufactured incomplete vehicle to any rule, regulation or standard issued pursuant to the National Traffic and Motor Vehicle Safety Act or the Canadian Motor Vehicle Safety Act are set forth only in the Incomplete Vehicle Manual (IVM) which accompanies each incomplete vehicle.

Regulations such as those issued by the Federal Highway Administration (FHA) or issued pursuant to the Occupational Safety and Health Act (OSHA), and/or state, provincial, and local laws and regulations may require installation of additional equipment for the particular use intended for the vehicle. It is the responsibility of the subsequent stage manufacturer or completed vehicle alterer and the vehicle purchaser to ascertain how the vehicle will ultimately be used, if FHA, OSHA or state provincial or local regulations apply and how the vehicle as completed will comply with those requirements. Nothing contained herein is to be construed as a representation that such equipment required for the particular use intended has been installed on the completed or incomplete vehicle.

REFERENCE INFORMATION

Ford Body Builder Advisory Service Publications

This document is an example of a program-specific Body Builders Layout Book (BBLB) published by the Ford Body Builder Advisory Service (BBAS) team. Each Ford Commercial Truck vehicle line has a similar document that aims to provide detailed information which may be of interest to a subsequent-stage manufacturer or alterer.

The Ford Transit and Transit Connect also have a Body and Equipment Mounting Manual (BEMM), which is a comprehensive resource dedicated to body and equipment mounting information.

Yet another source of program-specific information are the “Vehicle Specification” documents available on the Ford BBAS website. Information typically found in these documents are vehicle curb and accessory weights, vehicle dimensions, component descriptions, capacities, GAWRs, alternator output, powertrain output and gear ratios.

In addition to the program-specific documents, there are several Ford BBLB documents that contain general best practices or information on specific subjects that span multiple vehicle lines. These include:

- General BBLB - contains Definitions, Design Recommendations and Vehicle Storage Guidelines.
- Snowplow BBLB
- Pickup Box Removal BBLB

These publications are updated every model year and can be accessed via the web at https://fordbbas.com under “Publications”. For BBLB and BEMM documents, expand the “Body Builder Layout Book” Section to view all available documents. For Vehicle Specifications, expand the “Vehicle Specifications” section. The website search function can be used to filter for specific content or vehicle line.

Ford Body Builder Advisory Service Bulletins

Occasionally, the Ford BBAS team will create an SVE “Bulletin” to address a specific issue or distribute important information in a timely manner. These documents can be accessed via the web at https://fordbbas.com, under “Bulletins”. The website search function can be used to filter for specific content or vehicle line.

If applicable, information from each SVE bulletin will be incorporated into the appropriate BBLB document the following model year. In some cases, SVE bulletins will continue to be referenced in this document.

Ford Body Builder Advisory Service Contact

The Ford Truck Body Builder Advisory Service may be consulted if questions regarding the completion of Ford commercial vehicles are not adequately addressed in the documentation described above. For assistance call (877) 840-4338 or e-mail via the web at https://fordbbas.com under “Contact Us” and select “General Questions”.

For Ford vehicle CAD requests, please visit https://fordbbas.com , select “Contact Us” and then “CAD Request”.

For both Questions and CAD Requests, please be as specific as possible with the request details to assure the most accurate and timely response.

Ford Service Publications

Ford Service Technical Resources (including wiring diagrams, repair manuals and diagnostic tool support) are available by subscription via the Motorcraft website: www.motorcraftservice.com

The following publications are examples of digital and printed manuals which are available from Helm Incorporated; call 1-800-782-4356 or contact Helm, Inc. at their website www.helminc.com:

- Ford Truck Shop Manuals
- Ford Towing Manuals
- Ford Wiring Diagrams

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MODEL LINEUP: CREW CAB

MODEL		GVWR	ADVERTISED / LABEL	MAX ARC	GAWR		BASE CURB WEIGHT		
CAB/DRIVE	ENGINE	(LBS.)	PAYLOAD	WEIGHT (LBS.)	FRONT	REAR	FRONT	REAR	TOTAL
CREW CAB 4X2	2.3L	6050	1805	879	2930	3570	2334	1868	4202
CREW CAB 4X4	2.3L	6170	1711	668	3130	3570	2512	1902	4414
CREW CAB AWD	3.0L	6790	1375	360	3351	3615	2984	2377	5361

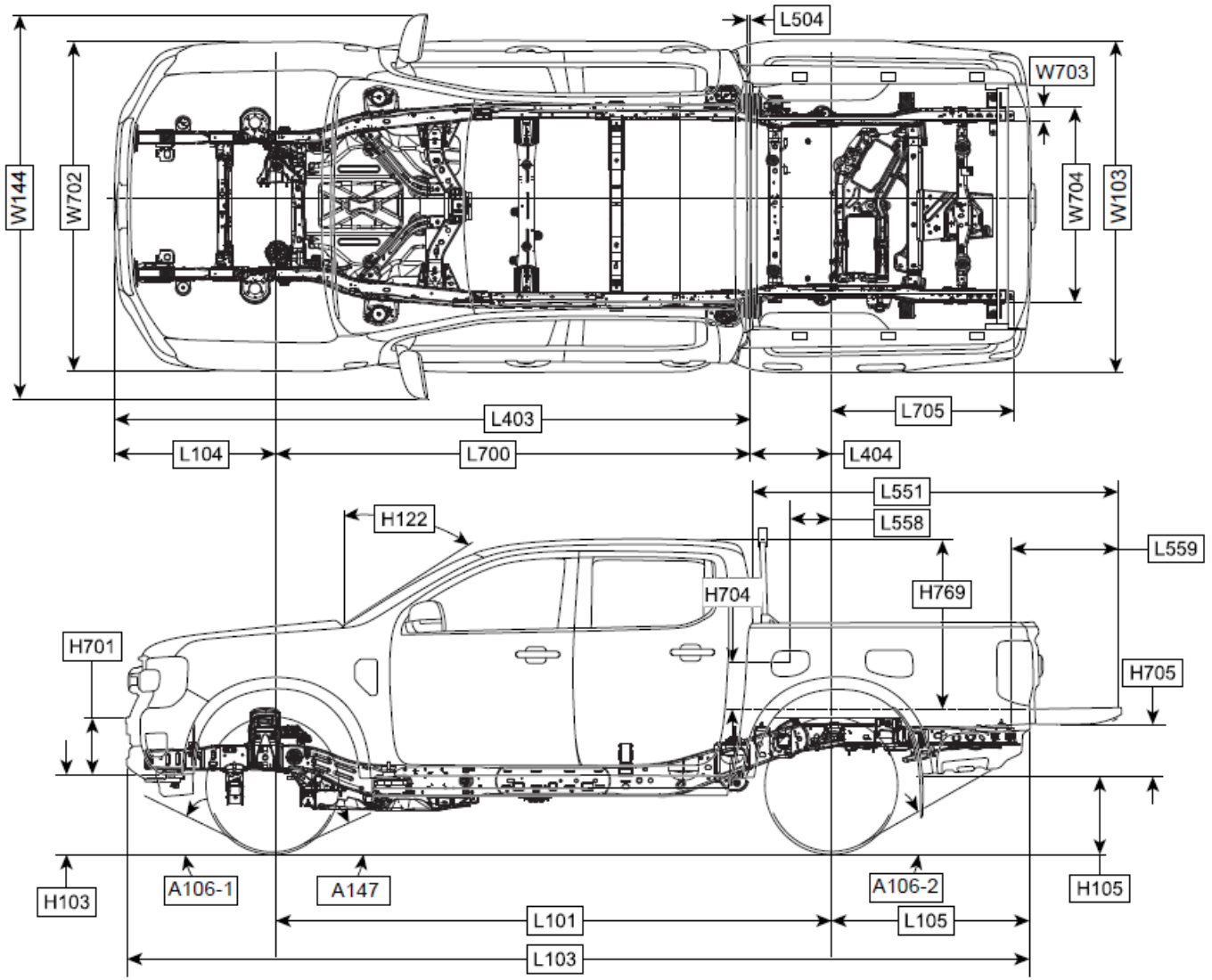
NOTES:

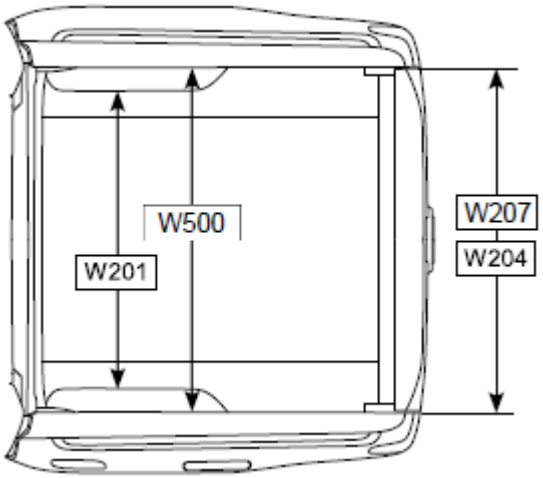
1. Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2. OPT/ARC Weight is the maximum allowable weight of regular production options (OPT) and aftermarket equipment (Accessory Reserve Capacity) above standard equipment for each configuration. Please also refer to footnote 5.
3. Gross Axle Weight Rating is determined by the rated capacity of the minimum component of the axle system (axle, springs, wheels, tires) of a specific vehicle. Front and Rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).
4. Base Curb Weights shown above are for truck models with standard equipment. Please also refer to footnote 3.

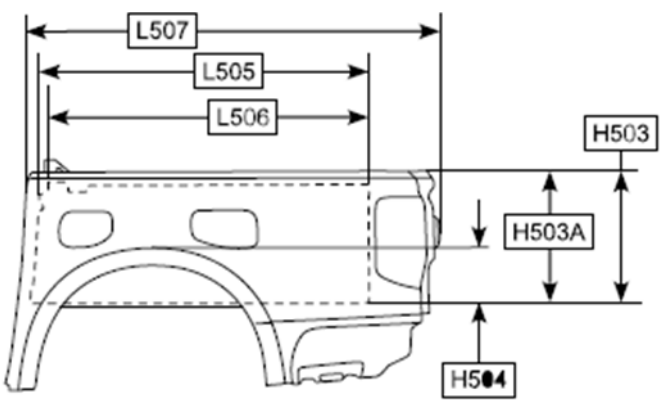
Body Builders Layout Book

RANGER

DIMENSIONAL DATA: CREW CAB & BOX







Body Builders Layout Book

RANGER

DIMENSIONAL DATA: CREW CAB & BOX

EXTERIOR	DESCRIPTION	4X2	4X4	4X4 RAPTOR
L101	WHEELBASE	3270 [128.7]	3270 [128.7]	3270 [128.7]
L103	VEHICLE LENGTH	5350 [210.6]	5350 [210.6]	5357 [210.9]
H101	VEHICLE HEIGHT - MAXIMUM	1877 [73.9]	1890 [74.4]	1927 [75.9]
W103	VEHICLE WIDTH*	1918 [75.5]	1918 [75.5]	1927 [75.9]
W144	VEHICLE WIDTH - INCLUDING OUTSIDE MIRRORS	2203 [86.7]	2203 [86.7]	2203 [86.7]
W145	VEHICLE WIDTH - WITH MIRRORS FOLDED	2007 [79]	2007 [79]	2007 [79]
W102-1	VEHICLE TRACK FRONT CURB	1620 [63.8]	1620 [63.8]	1710 [67.3]
W102-2	VEHICLE TRACK REAR CURB	1620 [63.8]	1620 [63.8]	1710 [67.3]
L104	FRONT OVERHANG	865 [34.1]	865 [34.1]	862 [33.9]
L105	REAR OVERHANG	1215 [47.8]	1215 [47.8]	1225 [48.2]
A106-1	APPROACH ANGLE	30.2 deg	30.2 deg	33.0 deg
A106-2	DEPARTURE ANGLE	25.8 deg	25.8 deg	26.4 deg
A147	RAMP BREAKOVER ANGLE - CURB	23.0 deg	23.0 deg	24.2 deg
H156	MINIMUM RUNNING GROUND CLEARANCE	223 [8.8]	235 [9.3]	272 [10.7]
L403	FRONT OF BUMPER TO BACK OF CAB	3637 [143.2]	3637 [143.2]	3637 [143.2]

INTERIOR	DESCRIPTION	4X2	4X4	4X4 RAPTOR
H61-1	EFFECTIVE HEAD ROOM - FRONT	1011 [39.8]	1011 [39.8]	1011 [39.8]
H62-1 FORD	MAXIMUM HEAD ROOM - FRONT*	1041 [41]	1041 [41]	1041 [41]
H61-2	EFFECTIVE HEAD ROOM - SECOND	974 [38.3]	974 [38.3]	974 [38.3]
L33	MAXIMUM LEG ROOM - ACCELERATOR	1109 [43.7]	1109 [43.7]	1109 [43.7]
L51-2	EFFECTIVE LEG ROOM - SECOND	879 [34.6]	879 [34.6]	879 [34.6]
W5-1	HIP ROOM - FRONT	1421 [55.9]	1421 [55.9]	1421 [55.9]
W5-2	HIP ROOM - SECOND	1373 [54.1]	1373 [54.1]	1373 [54.1]
W3-1	SHOULDER ROOM - FRONT	1450 [57.1]	1450 [57.1]	1450 [57.1]
W3-2	SHOULDER ROOM BELTLINE - SECOND	1440 [56.7]	1440 [56.7]	1440 [56.7]

CAPACITIES	DESCRIPTION	4X2	4X4	4X4 RAPTOR
CALCULATED	PASSENGER VOLUME TOTAL = PV1 + PV2 + PV3 + PV4 + PV5	2782.4	2782.4	2782.4
		LITERS	LITERS	LITERS

BOX DIMENSIONS		
CODE	DESCRIPTION	CREW CAB
H503	CARGO BODY HEIGHT W/ MOLDING	529 [20.8]
H503A	CARGO BODY HEIGHT WITHOUT MOLDING @ CL OF REAR AXLE	524 [20.6]
H504	WHEELHOUSE HEIGHT WITH MOLDING	211 [8.3]
L505	CARGO BODY LENGTH @ FLOOR	1514 [59.6]
L506	CARGO BODY LENGTH @ TOP (BELT)	1471 [57.9]
L507	CARGO BODY OVERALL LENGTH (INCLUDES TAILGATE HANDLE BEZEL & BADGE)	1654 [65.1]
W201	CARGO WIDTH AT WHEELHOUSE	1224 [48.2]
W204	REAR OPENING WIDTH @ TOP (BELT)	1413 [55.6]
W207	REAR OPENING WIDTH AT FLOOR	1365 [53.7]
W500	EXPOSED CARGO WIDTH	1584 [62.4]
V5	CARGO VOLUME – LITERS [C U.FT.]	1232.6 [48.5]

NOTE- [ ] DIMENSION ARE INCHES

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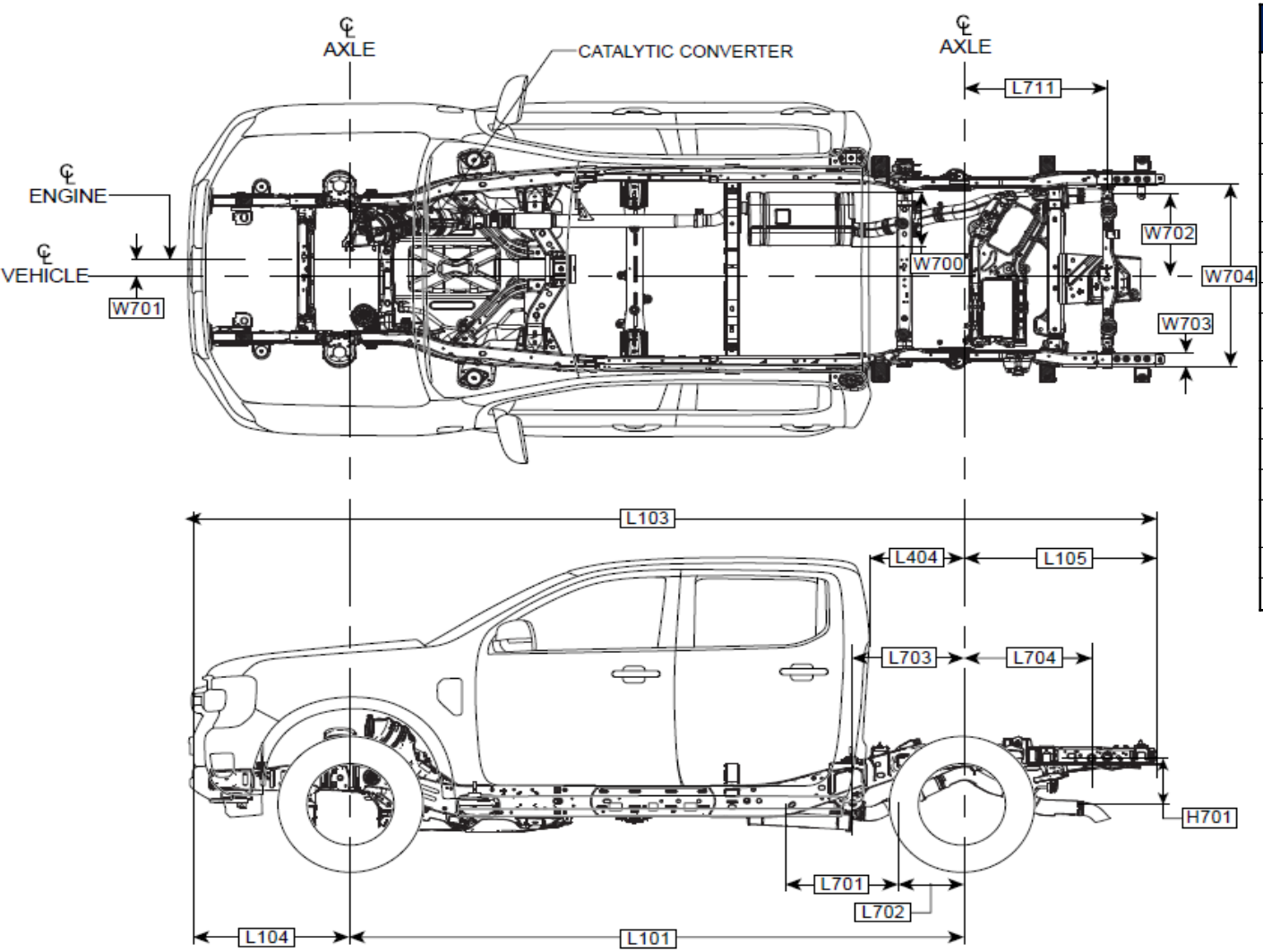
DIMENSIONAL DATA: CREW CAB



CODE	DESCRIPTION	Crew CAB 4x2
H701	C/L OF OUTLET PIPE TO BOTTOM OF FRAME	270.4 [10.6]
L101	WHEELBASE	3270 [128.7]
L103	OVERALL LENGTH	5350 [210.6]
L104	FRONT OVERHANG	865 [34.1]
L105	REAR OVERHANG (TO REAR OF HITCH RECEIVER BRACKETS)	1215 [47.8]
L404	BACK OF CAB TO C/L OF REAR AXLE	498 [3]
L701	MUFFLER LENGTH	549 [21.6]
L702	MUFFLER REAR TO C/L REAR AXLE	617.5 [24.3]
L703	REAR SPRING FRONT EYE TO C/L REAR AXLE	588.9 [23.2]
L704	C/L REAR AXLE TO C/L REAR SPRING SHACKLE BRACKET	721.8 [28.4]
L711	C/L OF REAR AXLE TO C/L OF EXHAUST PIPE	807 [31.8]
W700	MUFFLER CROSS SECTION	298.5 [11.7]
W701	DISTANCE BETWEEN C/L ENGINE / VEHICLE	0 [0]
W702	END OF TAILPIPE TO C/L VEHICLE FROM OUTLET PIPE END TIP	799 [31.5]
W703	FRAME RAIL WIDTH	75 [3.0]
W704	REAR FRAME RAIL WIDTH	1114.2 [43.9]

NOTE- [ ] DIMENSION ARE INCHES

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Body Builders Layout Book

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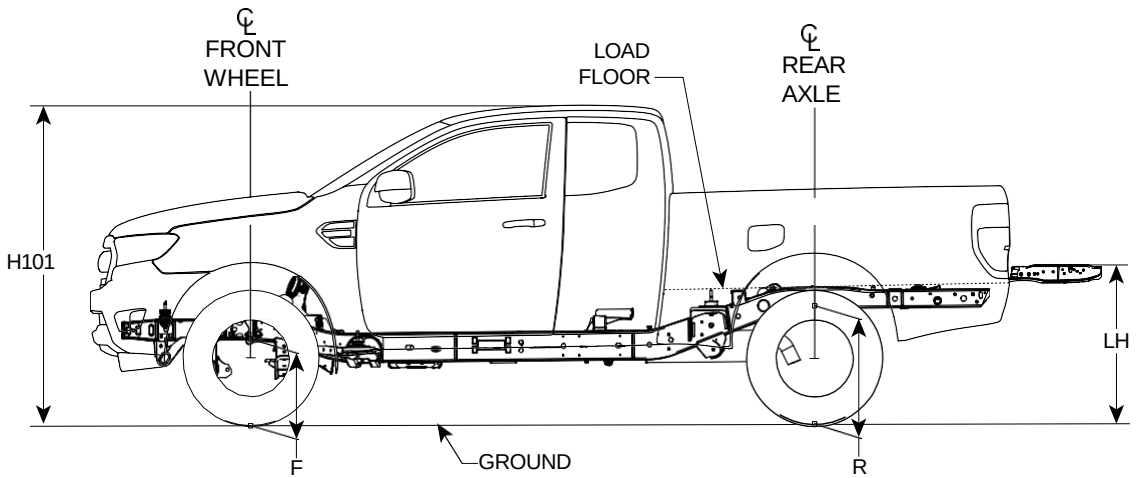
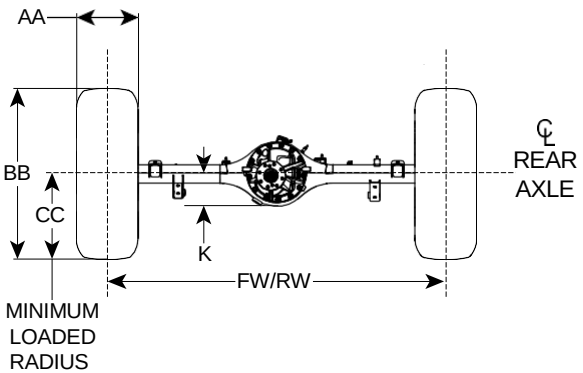
DIMENSIONAL DATA: RIDE HEIGHT, CAB HEIGHT & WHEEL & TIRE DIMENSIONS





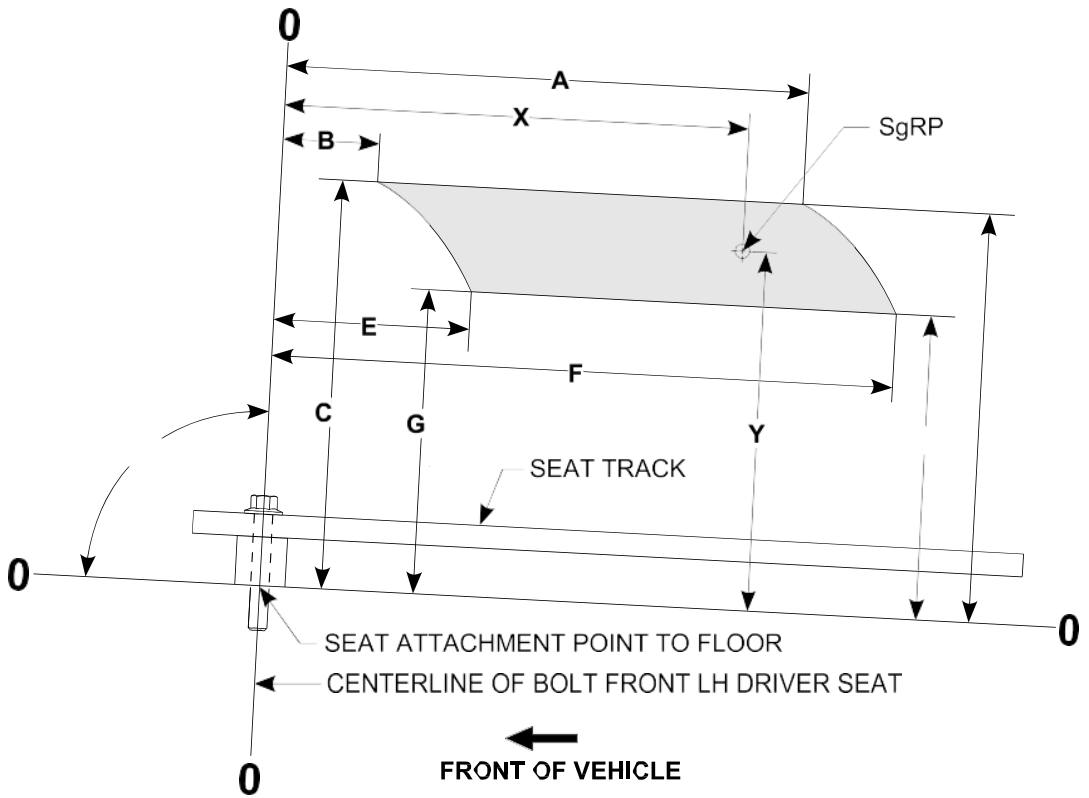
MODEL	WB (in.)	GVWR (lbs.)	Base Tire	"F" HEIGHT @ FRONT WHEEL TO BOTTOM OF FRAME[1,2]		"R" HEIGHT @ REAR WHEEL TO BOTTOM OF FRAME[1,2]		LH[1,2]		H01[1,2]		K	AA (SECTION WIDTH)	BB (DIAMETER)	CC (STATIC LOAD RADIUS)	W102-1 FW	RW
				HEIGHT AT BASE CURB WT.	LOADED HEIGHT @ SPRING RATING	HEIGHT AT BASE CURB WT.	LOADED HEIGHT @ SPRING RATING	EMPTY	LOADED	EMPTY	LOADED						
CREW CAB 4X2	128.7	6050	255/70R16	445.1 [17.5]	420.2 [16.5]	653.4 [25.7]	570.8 [22.5]	864 [34]	759 [29.9]	1821 [74.4]	1761 [69.3]	134.3 [5.3]	265 [10.4]	778 [30.6]	347.9 [13.7]	162 [63.8] 0	162 [63.8] 0
CREW CAB 4X4	128.7	6170	255/70R17	455.8 [18.0]	431.1 [17.0]	662 [26.2]	584.8 [23.0]	881 [34.7]	713 [28.1]	1890 [74.4]	1748 [68.8]	134.3 [5.3]	270 [10.4]	804 [31.7]	349.6 [13.8]	162 [63.8] 0	162 [63.8] 0

TIRE SIZE / DESCRIPTION	RIM WIDTH (in)	SECTION WIDTH (MM)	STATIC LOADED RADIUS (MM)
255/70R16 BSW ALL-SEASON	[7.0]	260	343
255/70R17 A/T BSW	[7.5]	260	356
255/70R17 A/T BSW	[7.5]	260	358
255/65R18 A/T BSW	[7.5]	260	358
255/70R17 A/T OWL	[7.5]	260	356
285/70R17 A/T BSW	[8.5]	292	383
255/65R18 A/T BSW	[7.5]	260	358
235/80R16 A/S	[7.0]	235	350
255/70R17 A/T	[7.5]	255	366
LT285/70R17 A/T	[8.5]	292	383

WHEEL TYPE / DESCRIPTION	WHEEL SIZE (IN.)	INSET	NO. OF STUDS	BOLT CIRCLE	MAX. WHEEL CAPACITY LOAD FRONT / REAR
STEEL- BRIGHT POLISH SILVER	16 x 7	55.0 [2.2]	6	139.7 [5.5]	3274 / 3570
STEEL- HG BLACK (SPARE ONLY)	17 x 7.5	55.0 [2.2]	6	139.7 [5.5]	3274 / 3570
PAINTED- SPARKLE SILVER	17 x 7.5	55.0 [2.2]	6	139.7 [5.5]	3274 / 3570
PAINTED-MEDIUM BOLDER GREY	17 x 7.5	55.0 [2.2]	6	139.7 [5.5]	3274 / 3570
STEEL-BLACK (SPARE ONLY)	18 x 7.5	55.0 [2.2]	6	139.7 [5.5]	3351 / 3615
PRECISION GREY	17 x 8.5	55.0 [2.2]	6	139.7 [5.5]	3351/ 3615
CHROME-LIKE PVD	18 x 7.5	55.0 [2.2]	6	139.7 [5.5]	3274 / 3570
MACHINED- MEDIUM BOLDER GREY POCKETS	18 x 7.5	55.0 [2.2]	6	139.7 [5.5]	3274 / 3570
MACHINED- ASPHALT BLACK POCKETS	18 x 7.5	55.0 [2.2]	6	139.7 [5.5]	3274 / 3570

RANGER

DIMENSIONAL DATA: SEAT TRACK & H-POINT DATA



SEAT TRAVEL DATA										
SEAT MODEL	SEAT DIMENSIONS								SgRP Location	
	A	B	C	D	E	F	G	H	X	Y
4-WAY SEAT	280.2 [11.03]	26.2 [1.03]	311.5 [12.26]	309.8 [12.20]	88.7 [3.49]	342.7 [13.49]	250 [9.84]	248.2 [9.77]	294.3 [11.59]	279.3 [11.00]
8-WAY SEAT	281.4 [11.08]	24.5 [0.96]	311.2 [12.25]	309.4 [12.18]	87.1 [3.43]	343.9 [13.54]	249.6 [9.83]	247.9 [9.76]	294.3 [11.59]	279.3 [11.00]
SEAT TRACK ANGLE TO TOP OF FRAME = 4.5°										

RANGER

ELECTRICAL: PASS THRU WIRE GROMMET LOCATIONS (DASH & CAB BACK PANELS)

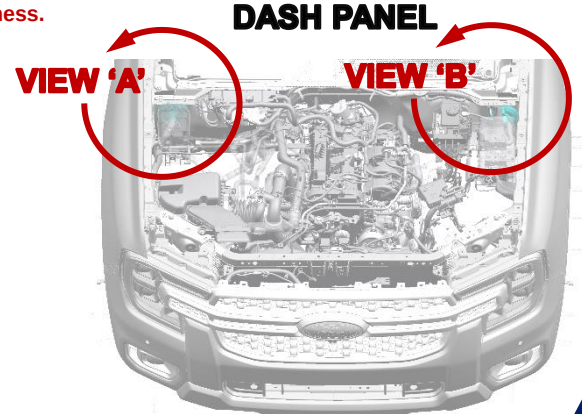
PASS THRU WIRE GROMMET LOCATIONS (DASH & CAB BACK PANEL)

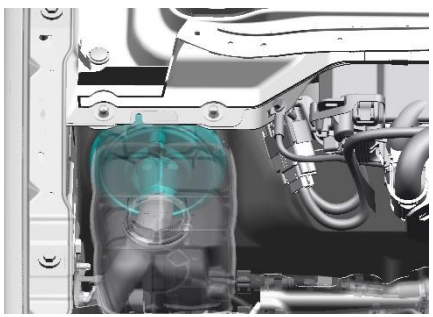
Grommets are a component of the main wiring harness that contains securely bound wire bundles.

It is not possible to feed extra wires through with the wire bundle. The grommets have a pass through knob moulded into the grommet where an additional hole can be made using the following procedure:

- Check that the immediate surrounding area is free from obstructions and/or components to prevent damage to critical systems.
- Use a suitable tool, for example a knife or side-cutters.
- Cut off or snip the outer end of the pass through knob.
- Pass electrical wiring through the grommet as required.
- **Apply sealant as required to ensure water-tightness.**

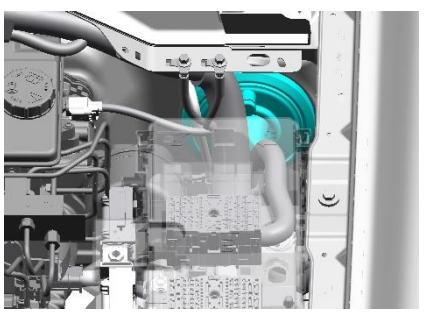
DASH PANEL



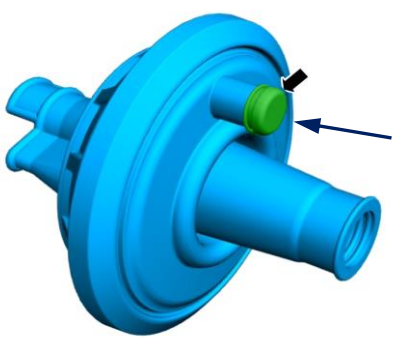


VIEW IN 'A'

DASH WIRE GROMMET



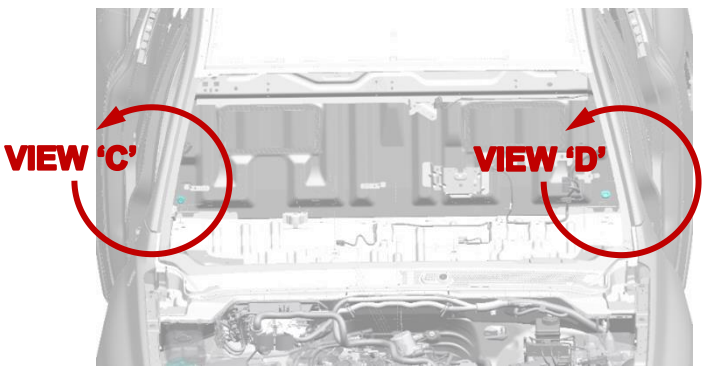
VIEW IN 'B'

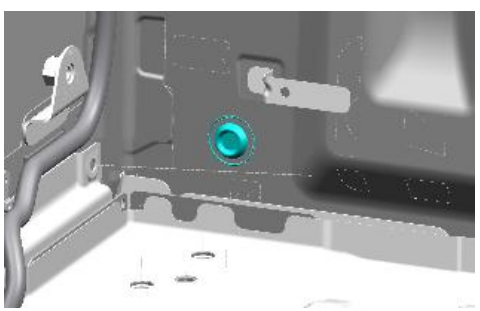


VIEW IN 'B'
(VIEW ROTATED FOR BETTER VISIBILITY)

NOTE:
- PASS THROUGH LOCATION FOR ADDITIONAL WIRING.
- MAKE SURE PASSTHROUGH IS ADEQUATELY SEALED.

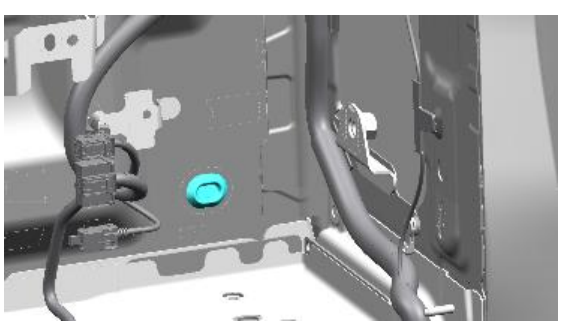
CAB BACK PANEL





VIEW IN 'C'

NOTE:
- PASS THROUGH LOCATION FOR ADDITIONAL WIRING.
- MAKE SURE PASSTHROUGH IS ADEQUATELY SEALED.



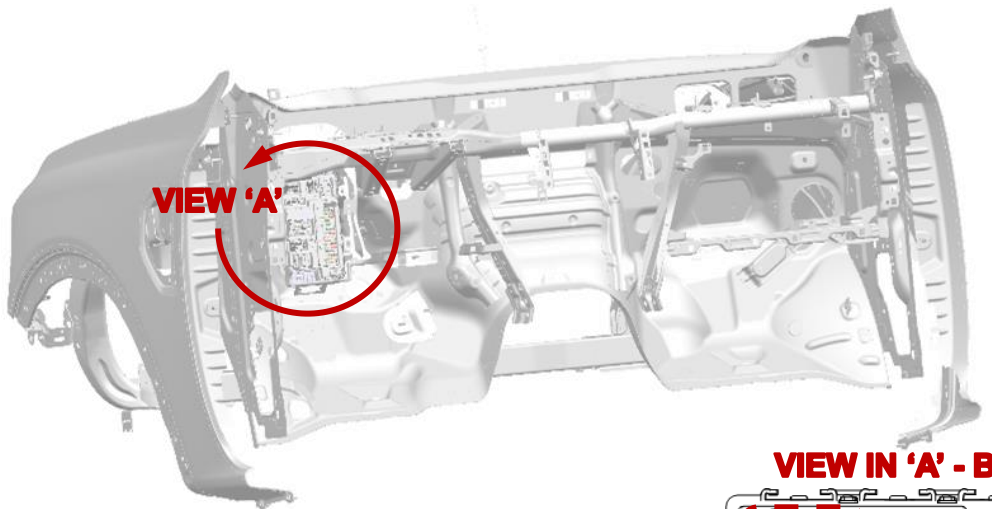
VIEW IN 'D'

RANGER

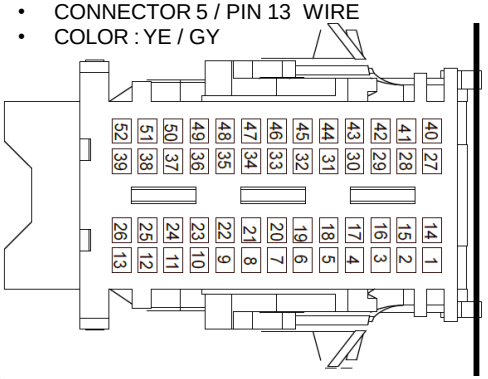
ELECTRICAL: CHMSL & DELAYED ACCESSORY CIRCUITS

CHMSL CIRCUIT INFORMATION				
TRIM LEVEL	CIRCUIT TYPE	MAX CURRENT[1,3]	FACTORY CHMSL LOAD[3]	CIRCUIT RESERVE CAPACITY WITH FACTORY CHMSL[2]
XL/XLT	PWM	1.55A	1.06A	0.49A
LARIAT / RAPTOR	PWM	1.55A	0.20A	1.35A

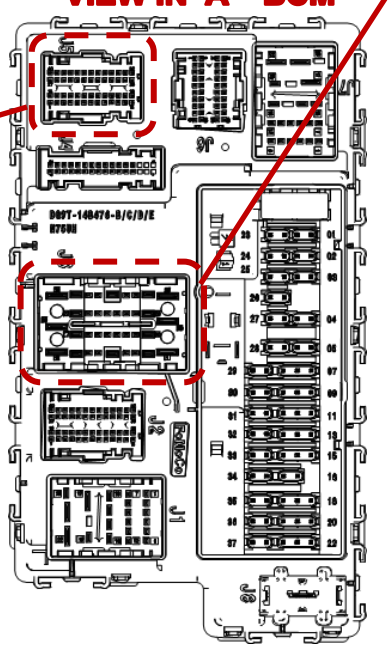
NOTES:
1. THE MAXIMUM CURRENT LOAD FOR THE CIRCUIT MUST NOT BE EXCEEDED.
2. IF AUXILIARY CHMSL EXCEEDS THE RESERVE CAPACITY, THE FACTORY CHMSL MUST BE DISCONNECTED.
3. CONTINUOUS AT 12V



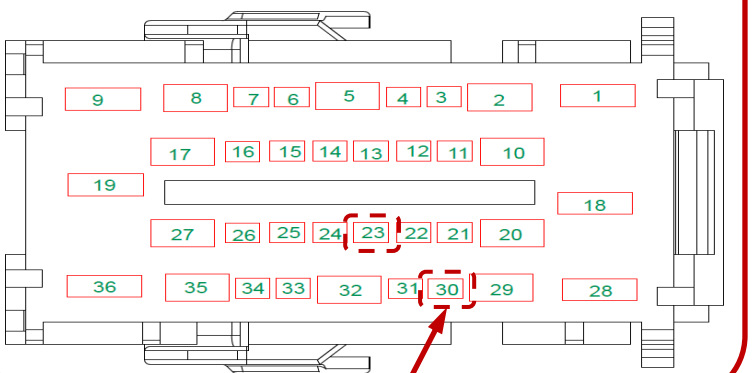
CONNECTOR 5
CHMSL CIRCUIT
- BCM (LH UNDER DASH)
- CONNECTOR 5 / PIN 13 WIRE
- COLOR : YE / GY



VIEW IN 'A' - BCM



CONNECTOR 3
BCM Connector 3 has a black plastic cover that will need to be temporarily removed to install the terminal kit(s)



DELAYED ACCESSORY CIRCUIT
When installing auxiliary equipment that is active with Delayed accessory, a relay connected to B+ must be installed. This relay can then be driven by a delayed accessory feed from the BCM.

Install a female terminal kit (DU2Z-14474-DA) into the open location on in BCM CONNECTOR 3, PIN 30 - DELAYED ACCESSORY FEED

The terminal kit should then be connected to a 2- or 3-amp inline fuse before connection to the relay input (can install a s witch between the fuse and relay).

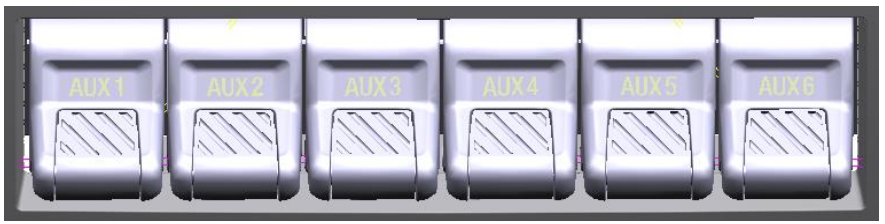
This BCM output shares BCM FUSE #23 with another circuit, the added inline fuse prevents issues in the new circuit from blowing the BCM fuse and affecting other electrical features in the vehicle.

RANGER

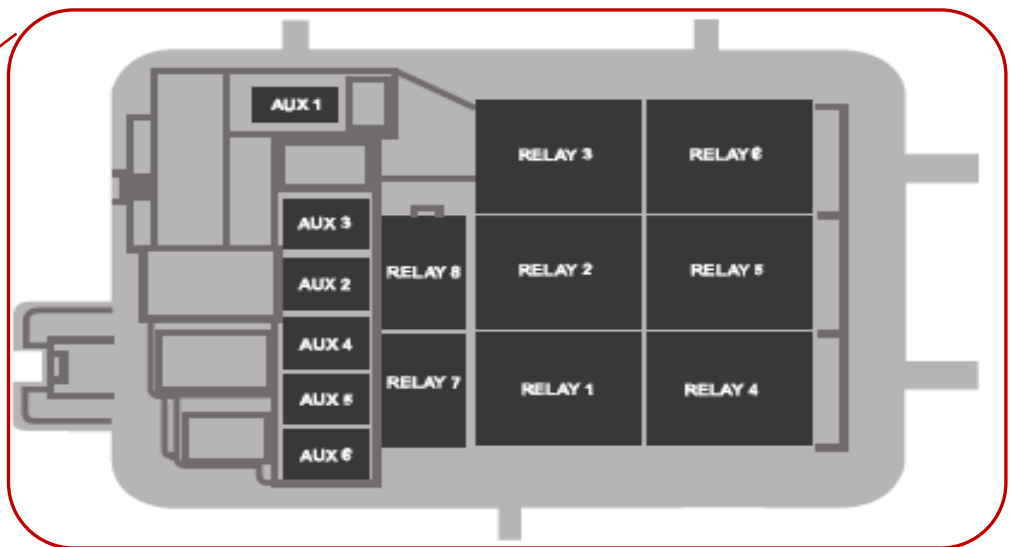
ELECTRICAL: AUXILIARY SWITCHES CIRCUIT

AUXILIARY SWITCHES

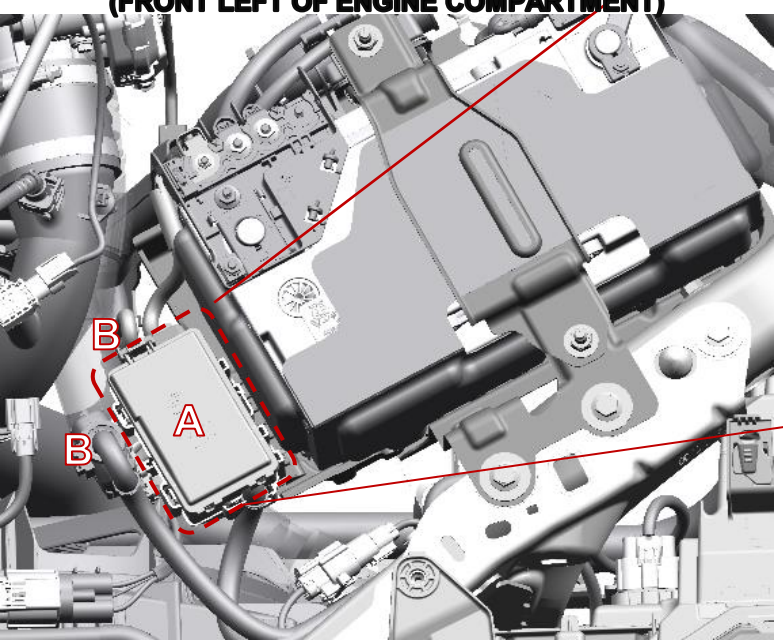
The Auxiliary switches are pre-wired thru the Aux Fuse/Relay Box located on the front left side of the engine compartment. Blunt Cut power lead wires are provided exiting the Aux fuse/relay box. See table below for circuit ratings and wire lead colors.



AUXILIARY SWITCHES (IN CAB)



AUXILIARY FUSE & RELAY BOX
(FRONT LEFT OF ENGINE COMPARTMENT)



A - AUXILIARY FUSE AND RELAY BOX.
B - POWER LEAD LOCATIONS.

AUXILIARY SWITCHES CIRCUIT INFORMATION						
AUX. SWITCHES	WIRE COLOR	WIRE SIZE	FUSE	PROTECTED COMPONENT	POSITION	NOTE
AUX1	VIOLET/GREEN	1.5mm	5A	RELAY 1	B	-
AUX 2	BLUE/ORANGE	1.5mm	15A	RELAY 2	B	-
AUX 3	YELLOW/ORANGE	1.5mm	15A	RELAY 3	C	-
AUX 4	BROWN	1.5mm	15A	RELAY 4	C	-
AUX 5	GREEN/BROWN	2.5mm	25A	RELAY 5	B	-
AUX 6	YELLOW	2.5mm	25A	RELAY 6	A	-
-	-	-	-	RELAY 8	-	AUX SW POWER
AUX 3- GROUND	-	-	-	-	C	-
AUX 4- GROUND	-	-	-	-	C	-
AUX 6- GROUND	-	-	-	-	A	-

RANGER

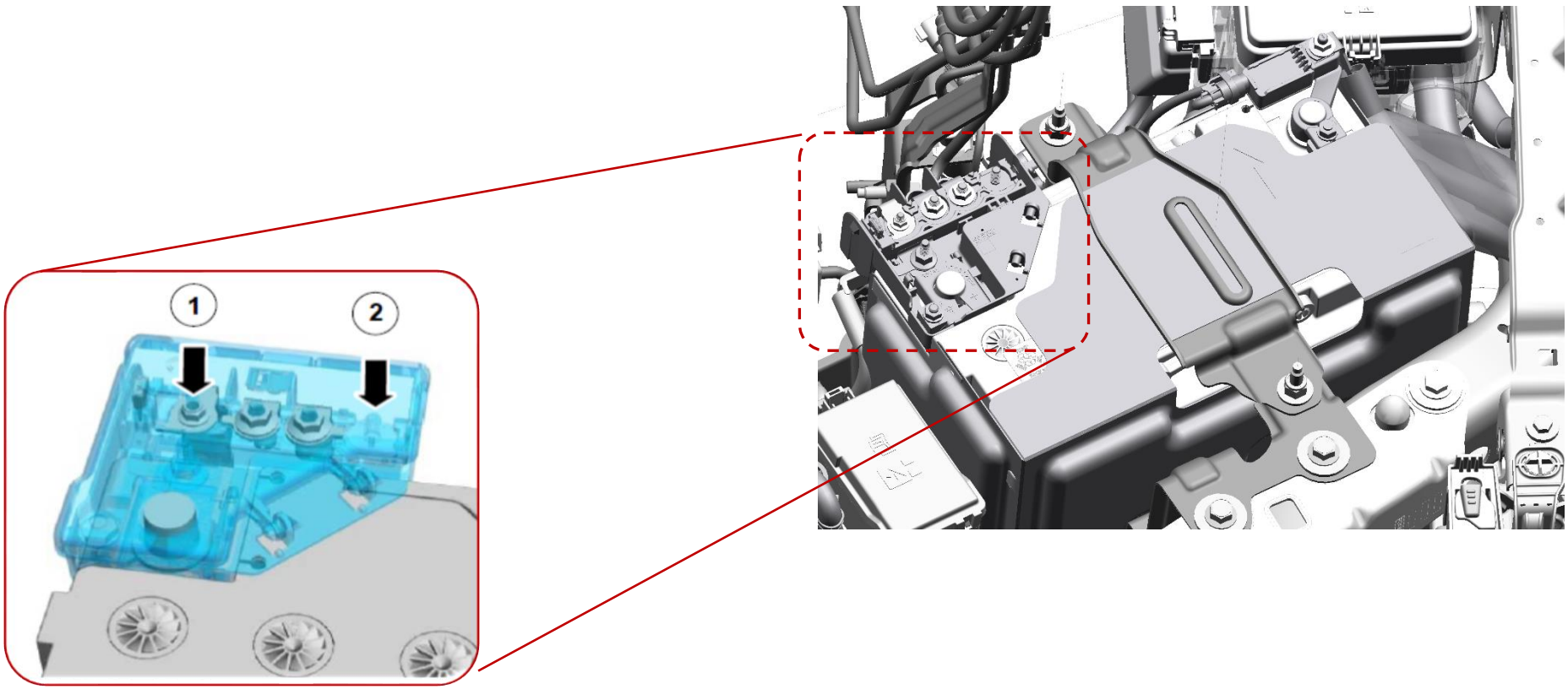
ELECTRICAL: CUSTOMER ACCESS CIRCUITS (B+ & GROUNDING)

CUSTOMER ACCESS CIRCUITS

B+ (HOT AT ALL TIMES): Any added circuits must be appropriately fused and connected to the positive battery terminal in the location shown.

CIRCUIT GROUNDING: Ground wires for added circuits must not be connected directly to the battery nor to any existing vehicle grounding points. A new ground location(s) must be established.

WARNING: DO NOT CONNECT ANY TERMINALS OR OTHER HARDWARE TO THE BATTERY B+ TERMINAL THAT COULD COMPROMISE CLEARANCE TO THE HOOD INNER PANEL.



ITEM	DESCRIPTION
1	LOW TO MODERATE CURRENT AUXILIARY B+ FEED
2	HEAVY CURRENT AUXILIARY B+ FEED

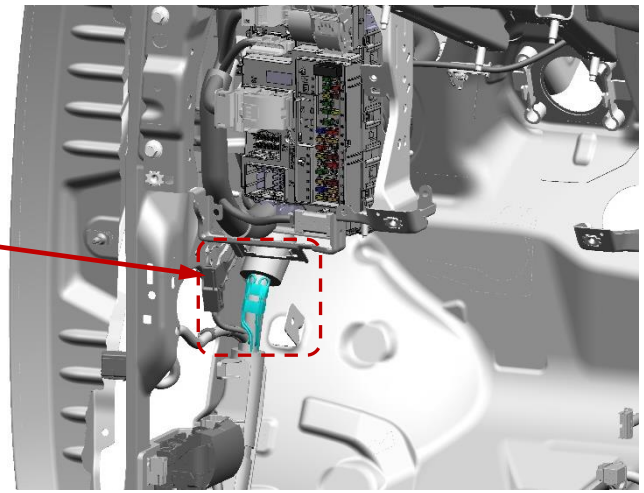
RANGER

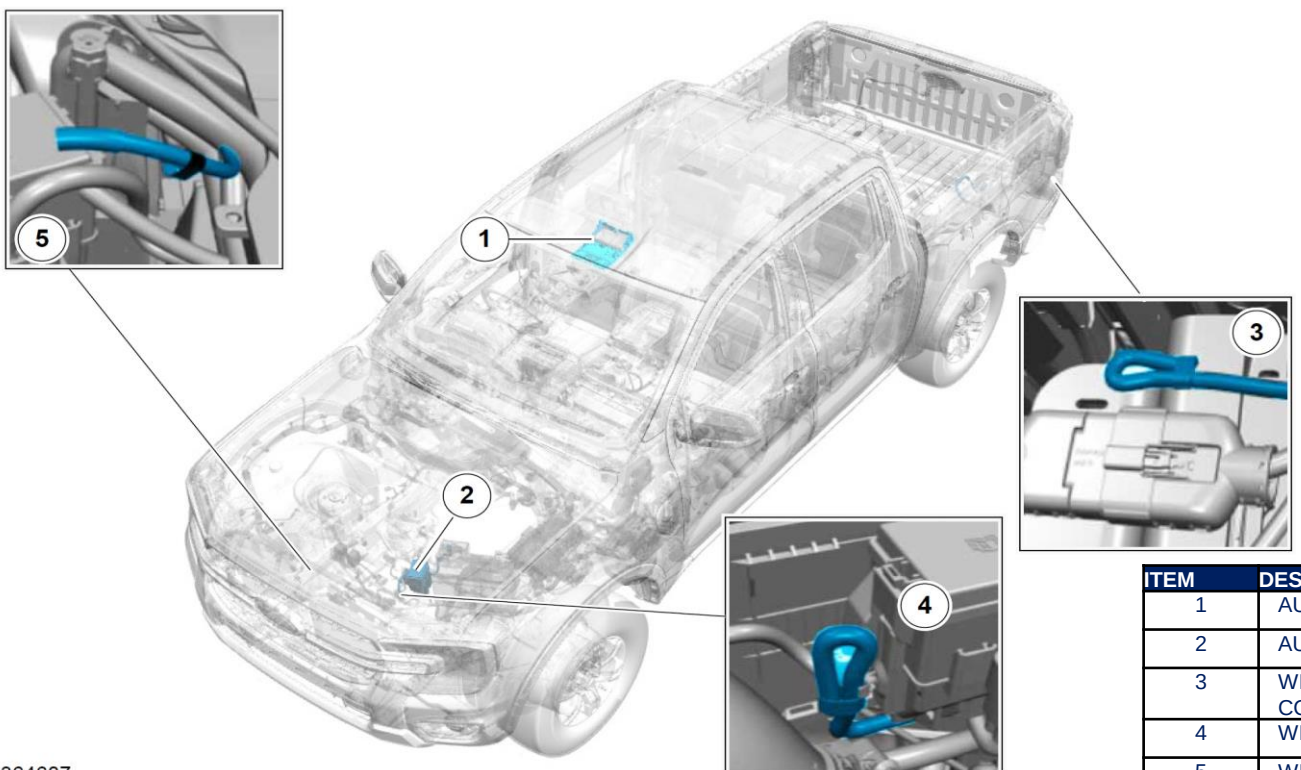
ELECTRICAL: CUSTOMER ACCESS RUN / START CIRCUITS

RUN / START CIRCUIT
When installing auxiliary equipment that is active with RUN / START condition, a relay connected to B+ must be installed. That relay can then be driven by a run / start feed (Green wire-10A fuse) from the underhood fuse box . The terminal should then be connected to the relay input.

NOTE: CAN INSTALL A SWITCH BETWEEN THE FUSE AND RELAY.

HIGH BEAM - BLUNT CUT WIRE - GY / BN
PARK LAMPS - BLUNT CUT WIRE - VT/ GN





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ITEM	DESCRIPTION
1	AUXILIARY SWITCH PACK
2	AULXILIARY FUSE BOX (WITH RELAYS) – POSITION B
3	WIRING CIRCUIT LOCATED NEAR TO TRAILER TOWING ELECTRICAL CONNECTOR POINT – POSITION C
4	WIRING CIRCUIT LOCATED NEAR AUXILIARY FUSE BOX = POSITION A
5	WIRING CIRCUIT LOCATED NEAR RADIATOR SUPPORT PANEL

NOTE: CIRCUITS FROM THE AUXILIARY FUSE BOC ARE POWERED DURING THE RUN/START CONDITION. ALL OTHER WIRING IS NOT CONNECTED AT EITHER END.

RANGER

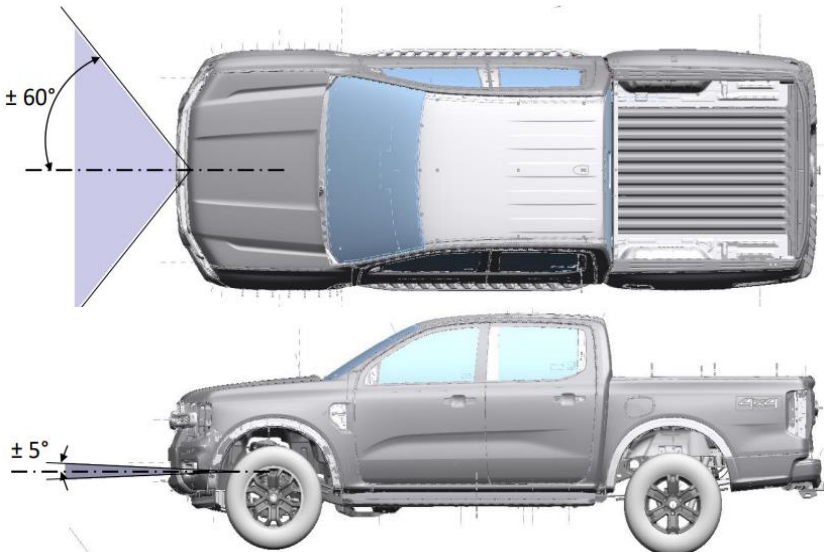
FORD CO-PILOT360™ TECHNOLOGY

Ford Co-Pilot360
Ford Co-Pilot360 Technology is a collection of advanced driver-assist features designed to help drivers feel confident and in command on the road. These smart features can help drivers be more aware of their surroundings, provide alerts about surprises on the road and help to avoid potential collisions while navigating the road ahead. This brand represents the growing collection of Ford driver-assist features, available in branded packages or individually, on select vehicles across the Ford lineup.

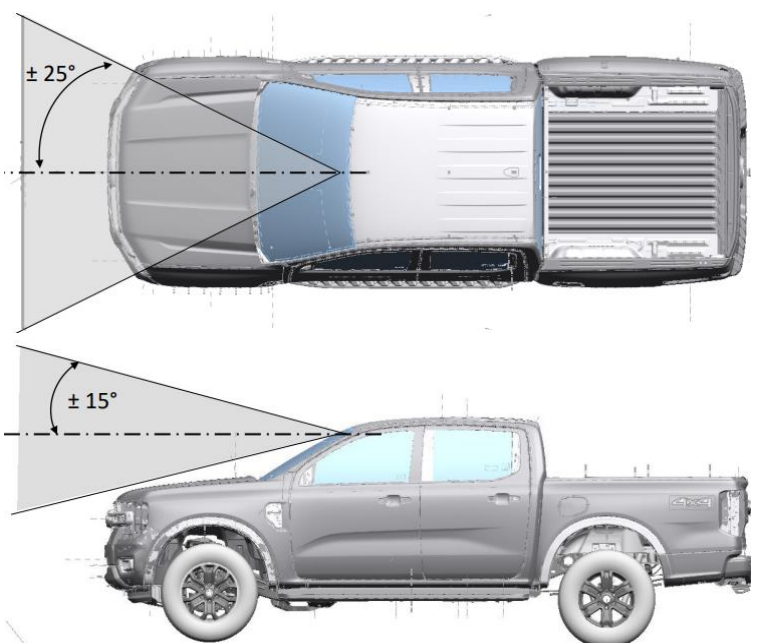
AVAILABILITY:
- Optional on XL 101A
- Standard on XLT and LARIAT
- Order code 67G

INCLUDES:
- Auto High Beams
- BLIS (Blind Spot Information System) with Cross-Traffic Alert and Trailer Coverage
- Lane-Keeping System (incl. Lane-Keeping Aid, Lane-Keeping Alert and Driver Alert System)
- Pre-Collision Assist with Automatic Emergency Braking (AEB), Pedestrian Detection and Forward Collision Warning with Dynamic Brake Support (std. on all models)
- Rear View Camera with dynamic hitch assist (std. on all models)

(NOTE: Specific features vary by vehicle and trim, or series level. Consult the vehicle Product Order Guide)



RADAR 'FIELD OF VIEW'
(Radar Zone CAD File: FNA7396672)



CAMERA 'FIELD OF VIEW'
(Camera Zone CAD File: FNA7396533)

INSTALLED UPFITTER EQUIPMENT SHOULD NOT INFRINGE ON THE RADAR OR CAMERA VIEW ZONES. THE CAD FILES OF THE RADAR AND CAMERA VIEW ZONES ARE AVAILABLE UPON REQUEST VIA THE FORD BBAS WEB SITE (WWW.FORDBBAS.COM/CONTACTUS).

RANGER

PICKUP BOX: BOX ATTACHMENT FOR ACCESSORY AND RACKING

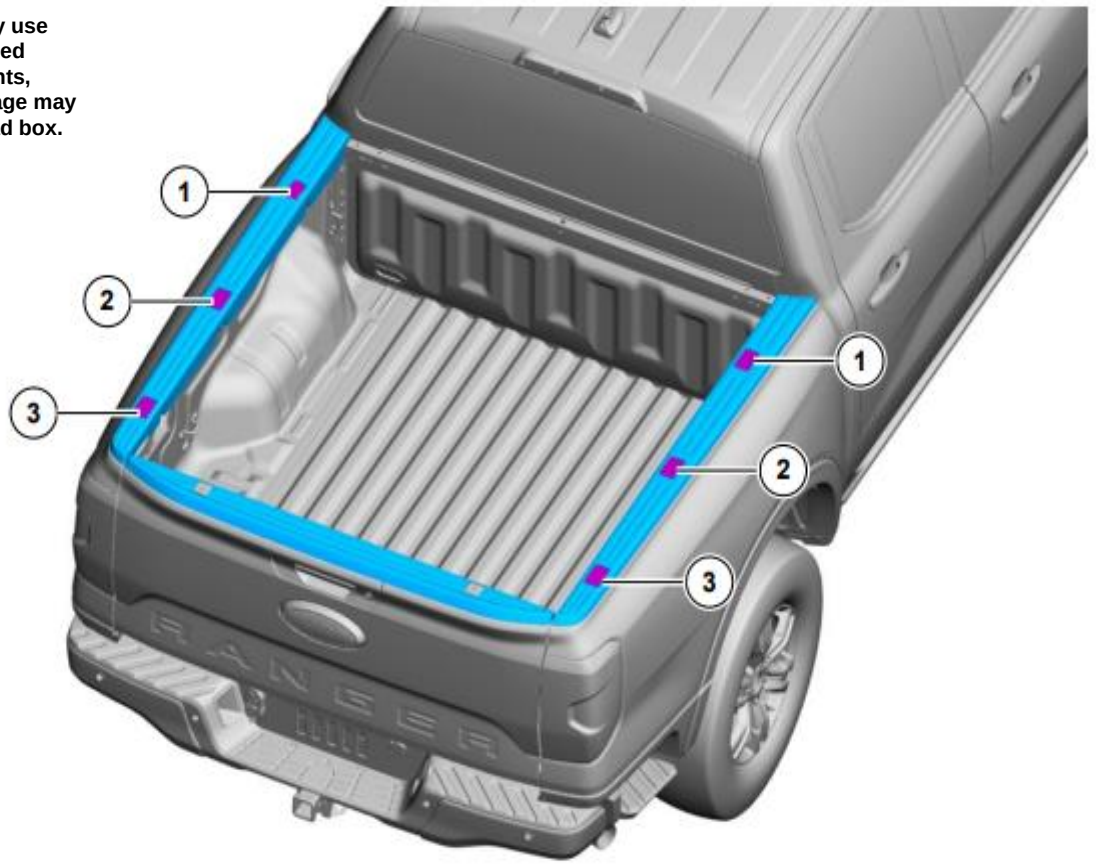
When a bed cap, canopy, ladder rack, canoe rack or similar load box mounted accessory is fitted, a combination of the indicated mounting points on top of the load box must be used for suitable fixture to the vehicle.

- Load bearing and heavy vehicle accessories must use cross plane attachment points to ensure secure fitment
- Make sure that all cargo loads are properly balanced and secured. Accessories extending above the load box side rail and weighing more than 40kg must have load box reinforcement brackets installed. (see page 17)
- Side rail attachment points using M8 threaded fasteners must not be tightened to a torque higher than 25Nm.
- A minimum clearance of 28mm between the vehicle cab and any fitted service body, load-bearing elevated accessories, canopy, tray or load management structure must be maintained to prevent damage to the vehicle cab structure during operation.
- Weight and load should pass through the recommended structural attachment points

NOTE:
- **THE PICKUP BOX UPPER PLASTIC CAPPING (BOX TOP MOLDING) IS NOT DESIGNED TO BEAR SIGNIFICANT LOAD.**
- **DO NOT CLAMP DIRECTLY TO THIS SURFACE.**

Structural Attachment Points- Crew Cab

WARNING: Only use the recommended attachment points, otherwise damage may occur to the load box.



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Item	Description
1	Front Structural Attachment Points – M8
2	Center Structural Attachment Points – M8
3	Rear Structural Attachment Points – M8

PICKUP BOX: LOAD BOX REINFORCEMENT BRACKETS

CAUTION:
To support the structural integrity of the load box when load-bearing elevated accessories are fitted, Ford recommends the installation of Load Box Reinforcement Brackets. Examples of these include service body, bed caps, canopies, ladder racks, cattle cages, carrier cross bars, load-bearing elevated accessories , etc. Load box reinforcement brackets are available as a Ford service part.

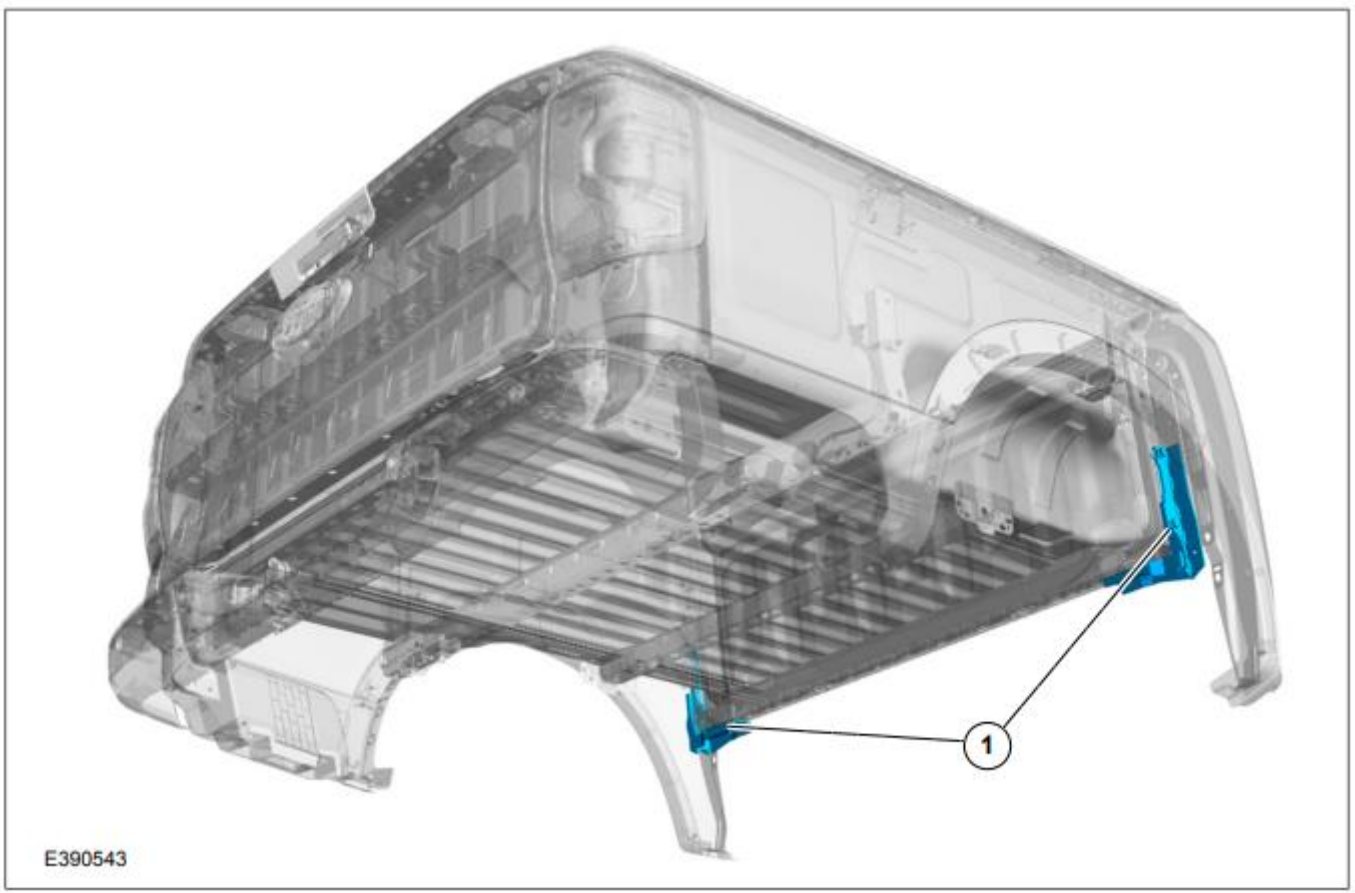
Load Box Reinforcement Bracket Location

These brackets have been developed by Ford to brace the floor to the wall of the load box to ensure that the off-road durability performance of the load box is maintained with the installation of load-bearing elevated accessories. The load box reinforcement brackets are available as a Ford service part that can be purchased from any authorized Ford Dealer:

- Ranger Part Number: VN1RZ- 2627726-A
- Ranger Raptor Part Number: VN1RZ- 2627726-B

Responsibility for the appropriate use of these brackets in a vehicle which is modified by a body builder or with an alternate accessory manufacturer's products, remains with that party. It is the vehicle modifier's responsibility to ensure that the modification is carried out in such a way as to ensure that durability of the load box is maintained.

NOTE:
THESE REINFORCEMENT BRACKETS HAVE BEEN DESIGNED SPECIFICALLY FOR FORD LICENSED ACCESSORIES & THEIR SUITABILITY FOR USE WITH ANY AFTERMARKET (NON-FORD LICENSED) ACCESSORIES WILL NEED TO BE DETERMINED BY THE AFTERMARKET MANUFACTURER OR SUPPLIER.



Item	Description
1	Load Box Reinforcement Brackets

RANGER
CHANGE CONTROL

- Page 8- Minor update to tire size chart 10/26/23
- Page 7 – Correction to vehicle dimension chart 10/26/23
- Page 16 and 17- Added Pickup Box Acc. Guidance 2/2/24
- Updated weight/Dimension Chart 3/28/24