



**WHAT VAN?  
AWARDS  
2007  
WINNER  
Security/Light Van**



# Ford Transit

## Light Van

**F**ord's Transit Connect has driven off with our Light Van Security Award of the Year once again and it's not difficult to see why.

Try to open the bonnet and you'll quickly discover that you need the ignition key to do so. Connect is defended by Ford's Passive Anti-Theft System (PATS) electronic immobiliser and its doors boast the lock-in-latch shielded lock system found on the classic Transit along with central double locking.

Remote keyless entry with rolling codes is standard on most models.

Look at Connect's dashboard and you'll immediately spot its VIN (Vehicle Identification Number) in the same way you will on the classic Transit, and your van comes without rear glazing.

A perimeter alarm is among the options featured in the price list and well worth selecting.

## Panel Van

**T**he latest Transit is a worthy winner of our Panel Van Security Award of the Year. Like its Connect stablemate it is protected by a lock-in-latch shielded door lock arrangement. The absence of all the rods and cables that have traditionally linked locks and



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latches means that there's nothing for a thief to manipulate.

Like Connect too it comes with a bonnet that can be opened solely with the ignition key, and a PATS immobiliser.

Good to see that the remote for the central locking with deadlocks has been hermetically sealed. As a consequence it will still work if you drop the key in a puddle by accident.

Furthermore, its battery is constantly being re-charged while the key is in the ignition to ensure it doesn't go flat.

Steering locks are vulnerable to being broken by somebody wrenching the wheel using as much force as they can possibly exert. Try doing that to a Transit and you'll find that the wheel

will no longer work.

Pull away from rest and all the doors lock automatically once you exceed 5mph. Unlock them while the vehicle is stationary, but fail to open them, and you'll find they lock themselves again after 45 seconds.

A warning sounds if the doors aren't locked properly. Unglazed back doors are standard on vans as is a full steel bulkhead.

If you want to you can order your Transit with configurable unlocking. This allows owners to select which doors are unlocked, and in which order, when the buttons on the remote are pressed.

The optional Thatcham Category 1 alarm features an independent battery

back-up should there be an unauthorised attempt to disconnect the battery.

Given the number of operators who haul trailers one of Transit's most useful security-oriented optional extras is a trailer monitoring alarm. It sounds the alert if a thief tries to uncouple whatever you happen to be towing.

All the security in the world cannot compensate for a lack of common sense, however, so make sure you don't leave your van unlocked and the keys in the ignition while you're making a delivery; even if you know you're only going to take a minute. Otherwise you risk returning to find your vehicle has gone in what could be considerably less than 60 seconds. ♦