

THE UTTERLY UNOFFICAL GUIDE TO GOAT MODES



2021 FORD BRONCO

WHAT IS THIS?

What lies on the following pages is a guide to the GOAT modes in the 2021 Ford Bronco. This has been created by enthusiasts and future owners of the Bronco and is not an official document of Ford Motor Company or any of its affiliated marketing companies and campaigns.

This guide will attempt to provide a breakdown of everything that is currently known about the GOAT modes in the 2021 Ford Bronco. It will focus on VERIFIED INFORMATION, mostly from videos of the Bronco in action as well as statements and materials from Ford.

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GOAT: KNOWN AND UNKNOWN

Simply put, there is a lot of info floating around about GOAT modes that is just speculation. The reason for this is simple: Ford hasn't told us much. Up until recently, all we really had was a list of modes and a few comments about their purpose.

Fortunately, as the Bronco gets closer to production we've started getting a bit more information, mostly gleaned from videos of fully functional pre-production models. But that doesn't mean that a lot of the old speculation isn't still floating around the ether being treated as fact. That's why this guide was created - to provide a single collection of everything we actually know about Bronco's GOAT modes.

Sources of Verified Information

- ◇ Bronco Nation has a good breakdown of some elements of GOAT modes on YouTube ², but this focuses mainly on Hero switch defaults and does not cover all modes (no Sport Mode).
- ◇ Recent videos from King of Hammers (KOH) have provided a lot of information about modes, shift points, and cameras.
- ◇ Some past statements from Ford reps have mentioned details of traction control and shift points for GOAT modes.
- ◇ These are just a few of the many sources used in the making of this guide; more can be found in a list on the last few pages.

Inevitable Speculation

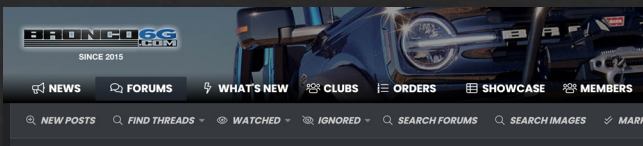
Speculation will be avoided whenever possible, but with how little is actually confirmed it is inevitable, so when it is included it will be flagged as such. Words like *presumably* and *unconfirmed* are red flags that the info you're seeing is just an educated guess.

Some common speculation will be called out. Some of this speculation is likely accurate, but it's still just an educated guess and should not be treated as factual until it can be verified. We can extrapolate some likely features from the Bronco Sport and the Raptor, but assuming the Bronco's modes will be identical to either of these vehicles would be a mistake. Ford incorporates drive modes in many of their vehicles, and they are almost never identical. Plus, there's a lot that still isn't really known about the Raptor's modes, and it's been around for a few years.

There are tables of GOAT mode features floating around online as fact, but these invariably lead back to speculation from Bronco6G users and are not confirmed.

WE NEED YOUR HELP

ASK QUESTIONS, ASK THEM TO SHOW YOU, TAKE PICTURES, TAKE VIDEOS... AND IN THE NAME OF EVERYTHING THAT IS HOLY, TRY TO USE A HIGH RESOLUTION AND HOLD YOUR PHONE OR CAMERA PROPERLY THIS AIN'T TIKTOK



There is a LOT we still don't know or cannot confirm about GOAT modes for the Bronco. We could wait for Ford to tell us what we all want - and need - to know, but let's face it: That's not really our style.

Attend an event where you can see the Bronco in person? Ask questions, take pictures.

Find a Bronco in the wild? Corner that driver and pump them for information.

Actually get to ride in or... drive one... and you better come back with a ton of info.

The online community surrounding the Bronco is ravenous. They will welcome you as a legend for providing new details to satiate their appetites - or curse you mercilessly if you fail to take advantage of an opportunity.

If you can help fill in some of the missing pieces, please post your information in the thread for this guide on the Bronco6G forums.

- ◇ Include a source for your information that can be confirmed. A video, photo, statement from a Ford rep, etc.
- ◇ "It works that way in the Raptor" and "it should do this..." are NOT sufficient. You may be absolutely correct, but it's still just speculation and we're trying to limit that.
- ◇ Click the image to the left to visit the thread on Bronco6G.

STIG WOULD GET US THE INFO, BE LIKE STIG

TOP UNANSWERED QUESTIONS Below are the current most common questions that still need answers, in priority order. Find a knowledgeable Ford rep - or anyone with access to a Bronco to do some testing - and see what you can find out. Remember to get pictures or video.

01

Sport Mode

- ◇ Does Sport default to 2H or 4H? What other 4WD modes are available in Sport?
- ◇ Other than shift points, what does Sport mode change? Steering? Traction control? Available Hero switches?
- ◇ What is the difference between Sport and Baja? Can you put Baja in 2H and reasonably approximate Sport?
- ◇ Get some videos of the driver instrument panel (cluster) switching into and out of Sport mode.

02

Differences from Bronco Sport and Raptor

- ◇ How do Bronco's GOAT modes differ from the modes in the Bronco Sport and the Raptor?
- ◇ Do GOAT modes adjust steering? What about engine sound, like the Bronco Sport?

03

Absence of Modes from Certain Trims

- ◇ When it comes to the top 3 trims - Badlands, Wildtrak, and First Edition - is there a mechanical or technical reason why these trims cannot make use of all 8 modes?
- ◇ What limits these trims to only 7 of the 8 modes?
- ◇ Is it possible missing or new modes could be added in the future via OTA updates?

GOES OVER ALL TERRAIN

THE ORIGINAL BRONCO

As it relates to the Bronco, GOAT originally stood for Goes Over All Terrain with the development of the original Bronco in the mid 1960s.³

As an homage to the original, Ford included GOAT in the new, sixth generation Bronco, but with a slightly different meaning.⁴

GOAT now stands for Go Over Any Type of Terrain.

Presumably, this change was made at the behest of lawyers convinced that new Bronco owners might try to treat their new vehicles as a submersible or aircraft if they said *any terrain*. Either that, or marketing missed a memo and made up their own meaning for the acronym.

SIXTH GENERATION BRONCO

GOES OVER ANY TYPE OF TERRAIN

8 GOAT MODES

There are a total of 8 available GOAT modes for the 2021 Bronco, but their availability varies by trim.⁵

None of the trim levels for the 2021 Bronco have all 8 modes. The most you can get is 7 out of 8.⁵
(We don't know why.)

- ◇ Four of the modes are intended for use on pavement, and the other four are intended for use off-road.
- ◇ Off-road modes should NOT be used on pavement.
Even if you manually switch to 2H, Traction Control intended for off-road use may be dangerous on pavement.
- ◇ The Sasquatch package has no impact on available GOAT modes.

ON-ROAD MODES (PAVEMENT)



NORMAL



ECO



SPORT



SLIPPERY

OFF-ROAD MODES



MUD/RUTS



SAND



BAJA



ROCK CRAWL

WHAT ARE GOAT MODES?

GOAT modes are the Bronco version of drive modes with a Terrain Management system.

Each is intended for use on a different type of terrain or to provide a different type of driving experience.

Each mode brings up a different default display on the driver's instrument panel, adjusts/limits your Hero switch options (SBD, Lockers, etc.), and makes other adjustments to things like throttle and transmission, traction control, etc.

Some adjustments are just a change to a default that can still be manually changed by the driver.

For example, Normal defaults to 2H, but you can still switch to 4H. Rock Crawl engages the Sway Bar Disconnect, but you can disengage this using the Hero switch on the dash.

Other adjustments cannot be made by the driver (as far as we know).

For example, adjustments to shift points and traction control cannot be altered by the driver independent of GOAT modes.

It is possible GOAT modes may be modifiable via FORScan, but nothing is confirmed at this point.

GOAT modes are verified to be able to:

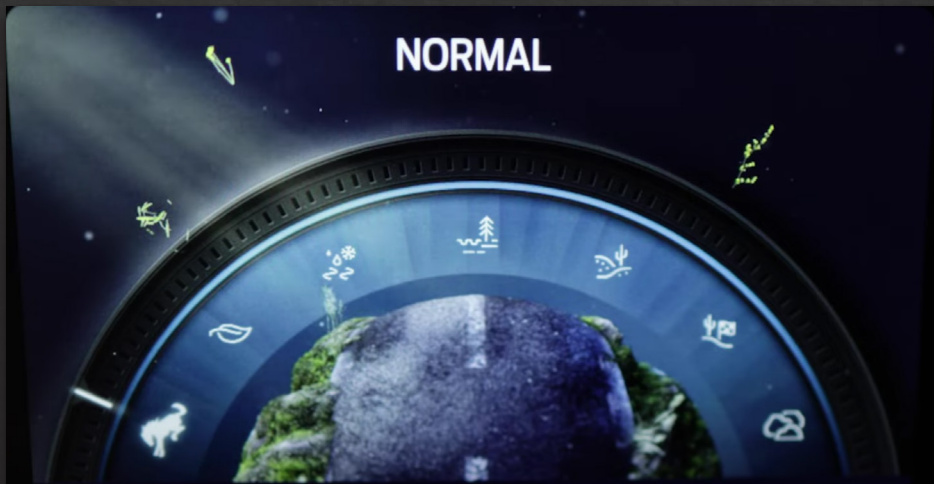
- ◇ Change default driver instrument display
- ◇ Change default cameras
- ◇ Change default and available Hero switch settings (SBD, Front/Rear Lockers, Trail Turn Assist, Traction Control Off)
- ◇ Change default and available drive modes: 2H, 4H, 4L, and 4A (if equipped)
- ◇ Adjust throttle/transmission shift points
- ◇ Adjust Traction Control

GOAT modes may be able to:

- ◇ Limit available cameras
- ◇ Enable/Disable Obstacle Sensors
- ◇ Adjust steering
 - ◇ Stated to adjust steering on Bronco Sport ⁶
- ◇ Adjust engine sound
 - ◇ Stated to adjust engine sound on Bronco Sport ⁶
- ◇ Enable/Disable Auto Start Stop

Available GOAT Modes by Trim

								
GOAT Modes		Base	Big Bend	Black Diamond	Outer Banks	Badlands	Wildtrak	First Edition
Pavement	Normal							
	Eco							
	Sport							
	Slippery							
Off-Road	Mud/Ruts							
	Sand							
	Baja							
	Rock Crawl							



How to Select GOAT Modes

Mode is selected using the controller (mounted near the gearshift) and the driver instrument panel.

Twisting the controller brings up the available modes on the panel.

Buttons in the center of the controller allow selection of 2H, 4H, 4L, 4A (4 auto) and Trail Control (low-speed cruise control).

4WD options may be limited by vehicle equipment and currently selected GOAT mode.

At least some modes can be selected on-the-fly (while the vehicle is in motion). Confirmed switching between Normal, Baja, and Sand without stopping.

Some modes may require you stop before switching or shift into N so 4L can engage. (Rock Crawl)



Driver Instrument Panel & Cluster

Each mode changes the default appearance of the driver's instrument panel.

Current mode is indicated by an icon in the upper left corner.

Modes intended for pavement default to speed, RPM, and tire pressure.

Off-road modes default to smaller speed/RPM with pitch and roll, tire angle, and locker status.

Unknown if all driver screens are available with all modes or if some are restricted to certain modes.

Unknown if there is any difference to these screens between the normal and high-level instrument panel.



Notes on Hero Settings and 4WD Modes

Of the many features of the Bronco that GOAT modes can manipulate two of the most frequent are the settings controlled by the Hero switches on the dash and your 4WD mode.

The 5 Hero settings available on the Bronco are as follows: Sway Bar Disconnect (referred to as Sta-Bar on the driver instrument panel), Electronic-Locking Front Differential, Electronic-Locking Rear Differential, Train Turn Assist, and Traction Control Off (referred to as AdvanceTrac Off in the driver instrument panel).

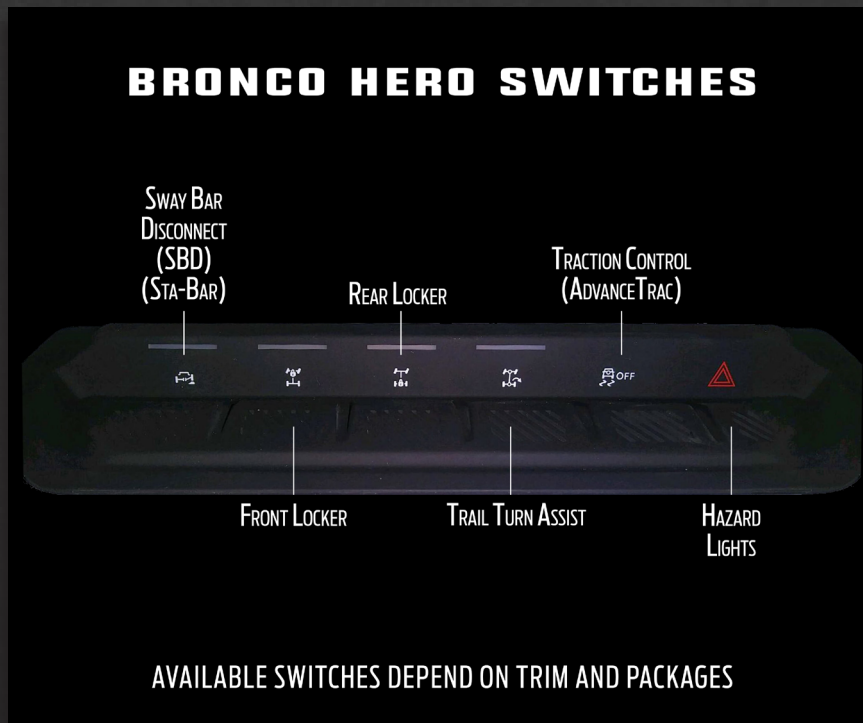
Not all Broncos have all 6 switches, as these features depend on your selected vehicle trim, transmission, and packages. At a minimum, your Bronco will have 2 Hero switches: Traction Control Off and Hazard Lights.

Similarly, not all Broncos have all of the available 4WD modes. At a minimum, your Bronco will have 2H, 4H, and 4L. If you have the Advanced 4x4 System, you will also have 4 Auto (4A).

As a result, GOAT modes can operate a little different from one Bronco to the next, depending on the equipped features. This guide attempts to show you what each mode does on a Bronco with all available features.

In addition, many of the Hero settings operate differently depending on the situation (e.g. only being available at certain speeds).

- ◇ Sway Bar Disconnect (aka Sta-Bar) is available under 20mph
 - ◇ Once enabled, it will automatically engage or disengage as you move below or above 20mph.
 - ◇ Once enabled, it will stay enabled until you turn it off, even if you switch modes.
- ◇ Uncertainty regarding when Front Locker is available.
 - ◇ At least one video from KOH mentions the Front Locker is only available in 4L.
 - ◇ The BN video on GOAT modes states the Front Locker is only available under 25mph and appears to show it being enabled in 4H.
- ◇ Rear Locker can be engaged in 2H, as well as turned off while the Front Locker is on.
- ◇ Traction Control (AdvanceTrac) is turned off in Rock Crawl and may automatically turn off in 4L.



Forward Camera Views

These are the camera views referenced in the pages that follow.



360 VIEW

Split screen

Front camera with tire paths

Top-down bird's eye view with
tire paths



FRONT CAMERA

Normal front view from a
camera mounted in the grille
above the bumper



FRONT FISH EYE

Wider front view that
provides a greater field of
vision at the cost of some
distortion



TIRE CAMERAS

View showing the
placement of both front
tires, particularly useful for
neogtiating obstacles



NORMAL

Normal is intended for everyday driving and is the default mode after each ignition cycle.

Drive Mode Default: 2H

Drive Modes Available: 2H, 4H, 4L, 4A

Hero Settings Default: All off

Hero Settings Available: Unknown, Presumed all available

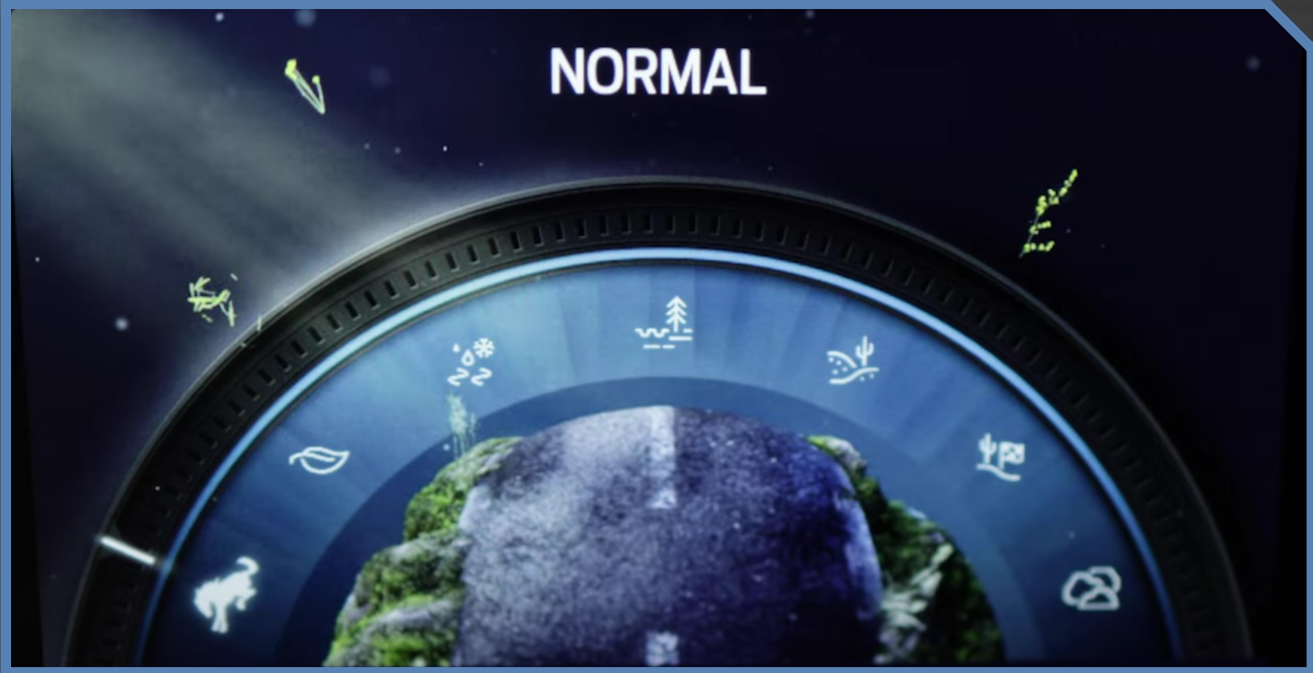
Throttle & Transmission: Normal

Traction Control: Normal

Camera Default: Unknown, Presumed none

Cameras Available: Unknown





ECO



Eco is intended to provide for fuel-efficient driving and increased range.

Drive Mode Default: 2H

Drive Modes Available: 2H only

Hero Settings Default: All off

Hero Settings Available: Unknown, Presumed none available

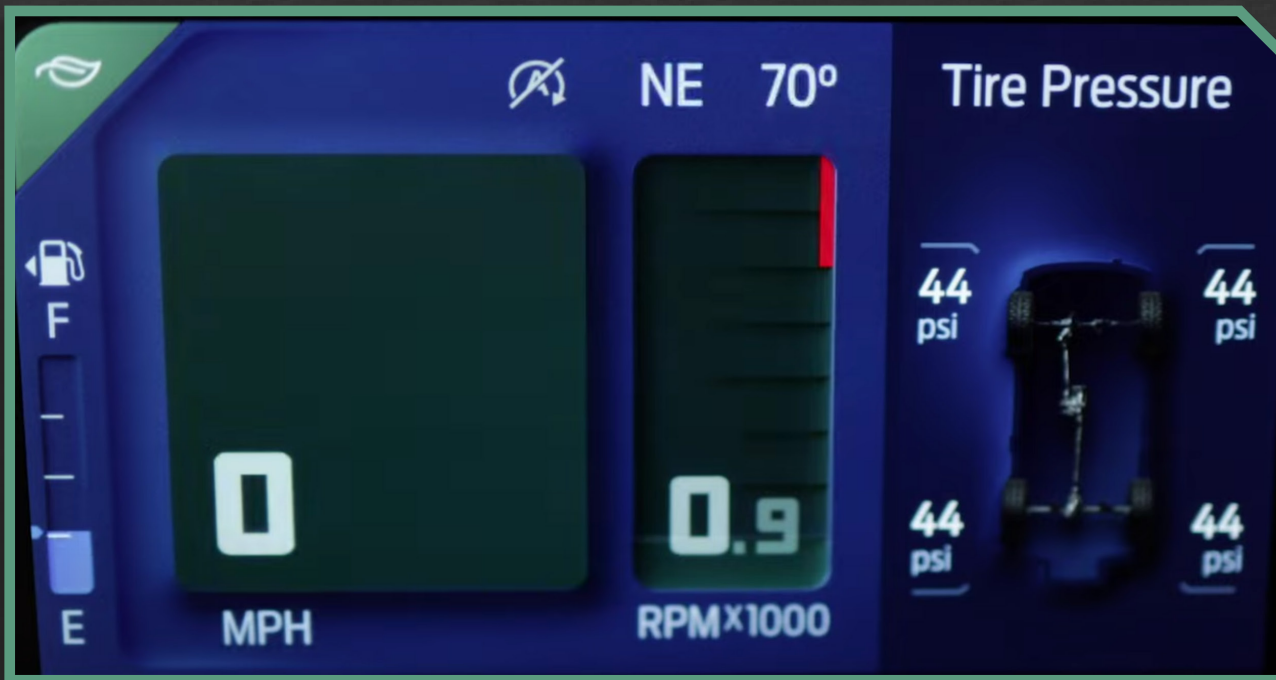
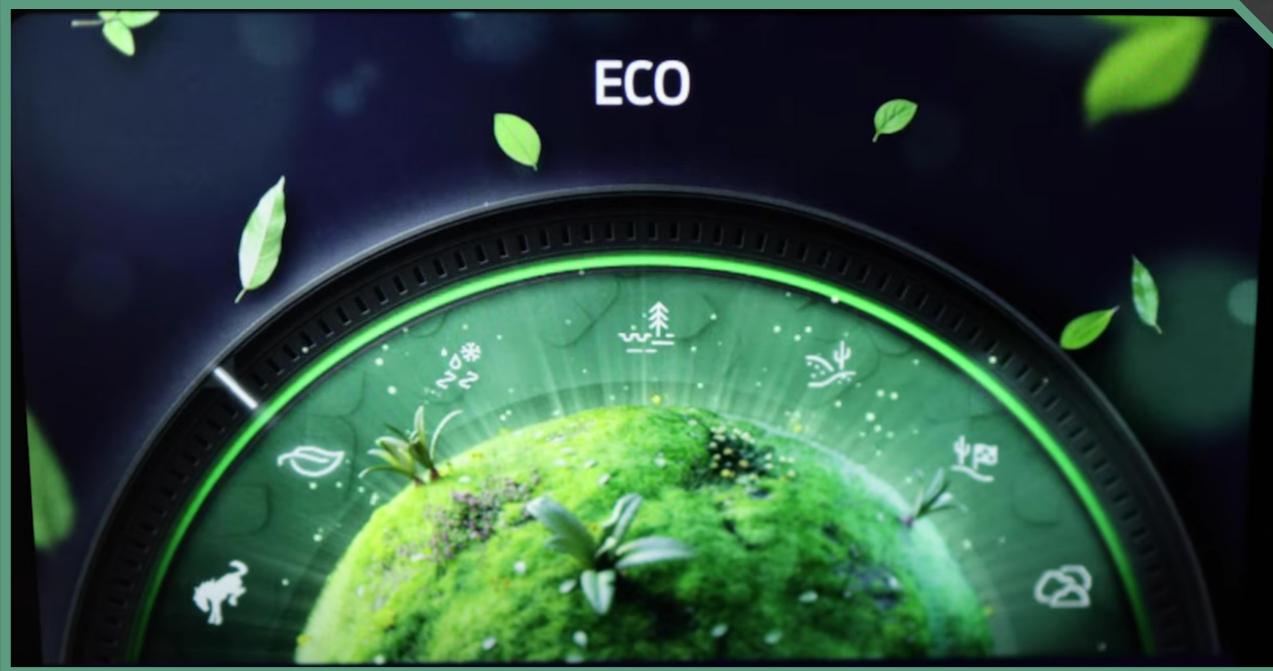
Throttle & Transmission: Unknown, Presumed lowered throttle response and shifting adjustments for efficiency

Traction Control: Unknown, Presumed Normal

Camera Default: Unknown, Presumed none

Cameras Available: Unknown







SPORT

Intended for sporty driving, presumably on pavement.

Drive Mode Default: Presumed 2H

Drive Modes Available: Unknown

Hero Settings Default: Presumed all off

Hero Settings Available: Unknown

Throttle & Transmission: Unknown, Presumed aggressive with increased throttle response and delayed shifting for better acceleration

Traction Control: Unknown

Camera Default: Unknown, Presumed none

Cameras Available: Unknown





Sport Mode: Lots of Guesses, Few Facts

Very little is confirmed about Sport mode in the Bronco. Many Ford vehicles have a Sport mode, but it tends to vary quite a bit between vehicles. And of all the modes we have seen demonstrated - to one degree or another - in the new Bronco, Sport mode is the one we have yet to actually lay eyes on.

In some Ford vehicles, Sport mode defaults to 2H; in others, 4H.

In the Bronco Sport, “For sporty driving with improved performance handling and response. This mode increases accelerator pedal response and provides a sportier steering feel. The powertrain system holds onto lower gears longer, helping your vehicle accelerate faster.”

The Bronco Sport owner’s manual would seem to indicate that Sport mode defaults to 2H in the Bronco Sport. However, in one KOH video it’s mentioned the Bronco Sport uses 4H.



SLIPPERY

For less-than-ideal road conditions such as snow- or ice-covered roads. This mode can be used for crossing terrain where a firm surface is covered with loose, wet or slippery material.

Drive Mode Default: 4A (if equipped)

Drive Modes Available: All available

Hero Settings Default: Unknown

Hero Settings Available: SBD unavailable, Others unknown

Throttle & Transmission: Lowers throttle response and optimizes shifting for slippery surfaces

Traction Control: Unknown

Camera Default: Unknown, Presumed none

Cameras Available: Unknown







MUD/RUTS

For off-road driving. This mode enhances vehicle performance to traverse muddy, rutted or uneven terrains.

Drive Mode Default: 4H

Drive Modes Available: Unknown

Hero Settings Default: Rear Locker engaged

Hero Settings Available: All available

Throttle & Transmission: Unknown

Traction Control: Unknown

Camera Default: Unknown

Cameras Available: Unknown

Appears to disable Auto Start Stop







SAND

Sand mode is for off-road driving on soft, dry sand or deep snow.

Drive Mode Default: 4H

Drive Modes Available: Unknown

Hero Settings Default: Rear Locker engaged

Hero Settings Available: All available

Throttle & Transmission: Unknown

Traction Control: Adjusted for increased slippage

Camera Default: Unknown

Cameras Available: Front camera available under 20mph
(one video says 15mph)

Other cameras unknown

Appears to disable Auto Start Stop







BAJA

For high-speed off-road driving.

Drive Mode Default: 4H

Drive Modes Available: Unknown

Hero Settings Default: All off

Hero Settings Available: Presumed all available,
Confirmed SBD and Rear Locker available

Throttle & Transmission: Optimizes throttle for better response
and torque delivery; Aggressive shift points, maintains power/turbo

Traction Control: Adjusted for increased slippage
(One KOH video appears to show Baja turning Traction Control
off but it may have been off already ⁷)

Camera Default: Front Camera

Confirmed available at speeds exceeding 70mph ⁷

Cameras Available: All appear available

Appears to disable Auto Start Stop







ROCK CRAWL

For off-road driving and optimum rock-climbing ability.

Drive Mode Default: 4L

Drive Modes Available: 4L only

Hero Settings Default: SBD and Rear Locker engaged

Hero Settings Available: All available

Throttle & Transmission: Optimizes the throttle and transmission response to provide you additional control of your vehicle

Traction Control: Off

Camera Default: Front Camera

Cameras Available: Presumed all available
Front, 360, and Tire Cameras confirmed

Obstacle Sensors are active.



Selecting Rock Crawl with auto transmission requires the driver to shift into N so that 4L can engage. (Unclear if this is also required with manual transmission)

Appears to disable Auto Start Stop





BIG SPECULATIVE CHART OF GOAT MODES

GOAT Mode	Default Drive	Available Drives	Hero Settings Default	Hero Settings Available
Normal 	2H	2H 4H 4L 4A		    
Eco 	2H	2H		? ? ? ? ?
Sport 	2H	2H 4H 4L 4A		? ? ? ? ?
Slippery 	4A	2H 4H 4L 4A		? ? ? ? 
Mud/Ruts 	4H	2H 4H 4L 4A		    
Sand 	4H	2H 4H 4L 4A		    
Baja 	4H	2H 4H 4L 4A		    
Rock Crawl 	4L	4L	 	    

Not all modes are available in all trims. Not all Drive Modes and Hero Settings are available in all Broncos. Blanks indicate that the feature is not available in that mode OR that the available

Throttle & Transmission	Traction Control	Camera Default	Cameras Available		Auto Start Stop	Steering
Normal everyday driving	Normal				ASS Enabled by Default	
Unknown, Presumed lowered throttle response and shifting adjustments for efficiency	Normal				ASS Enabled by Default	
Unknown, Presumed aggressive with increased throttle response and delayed shifting for better acceleration	Unknown				ASS Enabled by Default	
Lowers throttle response and optimizes shifting for slippery surfaces	Normal?				ASS Enabled by Default	
Unknown	Unknown				ASS Disabled	
Unknown	Adjusted for increased slippage		Front Camera		ASS Disabled	
Optimizes throttle for better response and torque delivery; Aggressive shift points, maintains power/turbo	Adjusted for increased slippage	Front Camera	360 View Fish-Eye Front	Front Camera Tire Cameras	ASS Disabled	
Optimizes the throttle and transmission response to provide you additional control of your vehicle	AdvanceTrac OFF	Front Camera	360 View Fish-Eye Front	Front Camera Tire Cameras	ASS Disabled	

Availability of the feature is unknown in that mode. Grayed out text also indicates an unknown. Basically, a lot of this is still unconfirmed, but some people need this in a chart.

HOW USEFUL ARE GOAT MODES?

IT DEPENDS

Ultimately, the usefulness of GOAT modes will be somewhat subjective, depending on your experience and ability as a driver, as well as how you plan to use your Bronco.

Note that a lot of extremely experienced drivers were involved in the development and testing of the Bronco and GOAT modes. A lot of drivers have commented on the useful features of the modes. The summary recommendation has been: “Use them.”

A lot of the adjustments made by the modes can easily be accomplished by the driver with the push of just a few buttons. In these cases, the modes are essentially just a shortcut to make these adjustments more quickly.

There are some changes and adjustments that are currently believed to be **ONLY** achievable via GOAT modes, such as adjusting shift points for higher performance or efficiency. This is not something the driver can accomplish without GOAT modes or other aftermarket modification.

ARE GOAT MODES INTERCHANGEABLE?

Short answer: Not really. (But you might get close.)

This question usually comes up because someone either wants to use Sport or Baja, and their Bronco won't have it. So they want to either switch to Baja and put it in 2H to get something like Sport, or they want to switch to Sport and put it in 4H to get something like Baja.

First, we do not yet know if 2H is even available when in Baja, or if 4H is available in Sport.

Second, while we believe the aggressive shifting points and throttle response are likely very similar between the two, they may not be identical.

Third, a Ford rep has stated that traction control in Baja is specifically adjusted for slippage on soft ground. We assume Sport's traction control is set for pavement. This may not be an issue if you turn off traction control (if that's even possible in both modes), but there is a reason one mode is intended for pavements and the other off-road.

Fourth, there may be other differences between these two modes as well, such as steering.

Basically, you might get close, but it's likely not as simple as one is 2H and one is 4H.



SOURCES

1. All images of the Ford Bronco are taken from the publicly posted 2021 Bronco Photo Gallery on the Ford website.
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11. Great video of Bronco trail cam in action at KOH | IG newfordbronco
<https://www.bronco6g.com/forum/threads/great-video-of-bronco-trail-cam-in-action-at-koh.12478/>
12. 2021 Ford Bronco Off-roading in desert & ride along
https://youtu.be/SfQ71_CmJul
13. 2021 bronco off-road with legend Curt Leduc
<https://youtu.be/VMNbQ248x-4>
14. More coming soon... (with your help)

SOURCES

**THANKS TO ALL THE AWESOME MEMBERS ON
BRONCO6G!**

HOPE TO SEE YOU ON THE TRAIL