New Ford Transit Connect Cuts Fuel Bills for Operators by Up to 12 Per Cent with Advanced New Powertrains

- New Ford Transit Connect now offers fuel-efficient new 1.5-litre EcoBlue diesel engine and 1.0-litre EcoBoost petrol engine enhanced with sophisticated cylinder deactivation
- Six-speed manual transmission now offered as standard; advanced eight-speed automatic transmission also available and optimised for fuel efficiency and responsiveness
- EcoSelect and EcoMode driver assistance technologies help drivers to further improve fuel efficiency of powertrain line-up that meets latest stringent Euro 6 WLTP emissions standards
- New Transit Connect will be in Ford dealers from mid-2018, alongside new Transit Courier model

COLOGNE, Germany, July 6, 2018 – The new Ford Transit Connect van now delivers even more attractive running costs for commercial vehicle users, with advanced new diesel engine, petrol engine and transmission options that optimise fuel efficiency and CO₂ emissions by up to 12 per cent.

The new TransitConnect – introduced alongside the new Transit Courier model – is part of a Ford product revolution that will see the company’s entire commercial vehicle line-up in Europe renewed during the next 18 months. The latest four-model Transit family is achieving record sales, with a best-ever total of 126,000 vehicles sold in the first 5 months of 2018.*

“Fuel costs are critical for van operators, and we have invested in advanced new technologies to bring savings to our customers,” said Hans Schep, general manager, Commercial Vehicles, Ford of Europe. “Our new small vans line-up delivers practicality in stylish packages, and we’ve worked hard to reduce ownership costs, developing efficient new engines and transmissions to work with advanced driver assistance technologies.”

Efficient new powertrain line-up

A state-of-the-art new powertrain line-up for the new Transit Connect meets the latest stringent Euro 6 emissions standards calculated using the World Harmonised Light Vehicle Test Procedure (WLTP). Ford’s all-new 1.5-litre EcoBlue diesel engine combines sophisticated fuel-injection, turbocharging and emission-control technologies with a low-friction architecture for greater performance and fuel efficiency. A selective catalytic reduction emissions after-treatment system is fitted as standard.

The 1.5-litre EcoBlue engine is offered with three power outputs: 75 PS delivering fuel efficiency from 4.7 l/100 km and 124 g/km CO₂ emissions; 100 PS delivering from 4.7 l/100 km and 123 g/km CO₂; and 120 PS delivering from 5.0 l/100 km and 130 g/km CO₂.**

Ford engineering data based on a real-world driving cycle indicates that the 100 PS vehicle achieves an improvement of up to 12 per cent compared to the equivalent outgoing model.

For customers requiring a petrol option, the new Transit Connect offers an advanced new version of the multi-award-winning 1.0-litre EcoBoost engine, featuring further optimised cylinder head, fuel-injection and emission-control systems for enhanced fuel efficiency and CO₂ emissions. The 1.0-litre EcoBoost engine also introduces cylinder deactivation technology to the Transit range for the first time, helping achieve fuel efficiency from 6.4 l/100 km and CO₂ emissions from 146 g/km.
Cylinder deactivation technology automatically stops fuel delivery and valve operation for one of the cylinders in conditions where full capacity is not needed, such as when the van is coasting or cruising with light demand on the engine. The system is able to disengage or re-engage the cylinder in 14 milliseconds – 20 times faster than the blink of an eye – and, combined with advanced solutions to counteract vibrations, is imperceptible to drivers in terms of operation and engine performance.

Ford engineering data shows an improvement of up to 5 per cent for the new 1.0-litre EcoBoost petrol engine models over the equivalent outgoing model.

The new Transit Connect features a six-speed manual transmission as standard for all engines. Customers who prefer an automatic gearbox now have the option of Ford’s all-new eight-speed automatic transmission, offered with the 100 PS and 120 PS 1.5 EcoBlue engine variants, and engineered to further optimise fuel efficiency and deliver responsive performance. Features include:

- Adaptive Shift Scheduling, which assesses individual driving styles to optimise gearshift timings. The system can identify uphill and downhill gradients and hard cornering, and adjust gearshifts accordingly for a more stable, engaging and refined driving experience.
- Adaptive Shift Quality Control, which assesses vehicle and environmental information to help adjust clutch pressures for consistently smooth gearshifts. The technology can also adjust shift smoothness to suit driving style.

The eight-speed automatic’s skip-shift and direct downshift capabilities deliver the freedom to select the most appropriate gear by allowing the transmission to skip a gear when it is not required. Faster, more precise shifts are enabled by a Casting-Integrated Direct-Acting Solenoid, and fuel efficiency is enhanced with ultra-low viscosity oil. The transmission has been tested to Ford’s ultra-tough commercial vehicle durability standards.

Aerodynamic enhancements to the new Transit Connect have resulted in drag reductions of between 2 per cent and 4 per cent, with a drag coefficient figure of 0.319, further supporting improved fuel efficiency. Enhancements include a more streamlined front-end profile, new front wheel aero deflectors and a new axle aero shield. Active Grille Shutter technology – which automatically closes to reduce drag when cooling airflow to the radiator is not needed – is now standard.

Fuel efficiency can be boosted further using two driver-assistance technologies:

- Ford EcoSelect, operated by a switch on the centre console, allows the driver to select an ECO driving mode with revised engine calibration
- Ford EcoMode, designed to coach the driver to adopt more economical driving behaviour, based on continual analysis of driving style and fuel consumption, and providing feedback to the driver via the instrument cluster display

The new Transit Connect continues to offer commercial vehicle operators an outstanding breadth of capabilities, with short and long wheelbase options providing load volumes up to 3.6 m$^3$ (VDA), payload capacity ranging from 410 kg to 900 kg, and body styles including van, kombi and double-cab-in-van.

Service intervals for petrol variants are now variable up to two years/30,000 km (18,000 miles). For diesel manual models the intervals are variable up to two years/30,000 km (18,000 miles), with a compulsory inspection after one year; automatic vehicles are variable up to two years/20,000 km (12,500 miles), with a compulsory inspection after one year.

**Updated Transit Courier**

The compact new Transit Courier features an updated powertrain line-up meeting Euro 6 emissions standards calculated using WLTP. Customers are offered the choice of the Ford’s fuel-efficient 1.5 litre TDCi diesel engine, now with 75 PS or 100 PS, and delivering from 4.3 l/100 km fuel efficiency and 112 g/km CO$_2$; or a 100 PS 1.0-litre EcoBoost engine.
delivering from 5.3 l/100 km and 119 g/km CO₂. Ford’s all-new six-speed manual transmission replaces the previous five-speed offering.

For the ultimate in low running costs, a new fuel efficiency package is offered as standard on diesel models, which integrates optimised aerodynamics and Active Grille Shutter technology.

New Transit Courier offers urban van operators a payload capacity ranging from 500 kg to 590 kg, load volumes up to 2.4 m³ (VDA), and a choice of van and kombi body styles. The series line-up now also includes a new Limited variant, providing customers with an alternative to the range-topping dynamic Sport model.

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*Ford of Europe reports sales for its 20 European traditional markets where it is represented through National Sales Companies: Austria, Belgium, Britain, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Norway, Poland, Portugal, Spain, Romania, Sweden and Switzerland

**The declared Fuel/Energy Consumptions, CO₂ emissions and electric range are measured according to the technical requirements and specifications of the European Regulations (EC) 715/2007 and (EC) 692/2008 as last amended. Fuel consumption and CO₂ emissions are specified for a vehicle variant and not for a single car. The applied standard test procedure enables comparison between different vehicle types and different manufacturers. In addition to the fuel-efficiency of a car, driving behaviour as well as other non-technical factors play a role in determining a car’s fuel/energy consumption, CO₂ emissions and electric range. CO₂ is the main greenhouse gas responsible for global warming.

From 1 September 2017, certain new vehicles will be type-approved using the World Harmonised Light Vehicle Test Procedure (WLTP) according (EU) 2017/1151 as last amended, which is a new, more realistic test procedure for measuring fuel consumption and CO₂ emissions. From 1 September 2018 the WLTP will fully replace the New European Drive Cycle (NEDC), which is the current test procedure. During NEDC Phase-out, WLTP fuel consumption and CO₂ emissions are being correlated back to NEDC. There will be some variance to the previous fuel economy and emissions as some elements of the tests have altered i.e., the same car might have different fuel consumption and CO₂ emissions.