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SUPERVAN #4

Meet Ford Pro's 2,000 PS Electrified Demonstrator

Connectivity
Speed Reduction Tech Trialled

Diversity
Fighting LGBTQ+ Discrimination

Interview
"Why I Joined Ford" Martin Sander

"Unmatched Excitement, Unmistakable Styling"

Back in April, Ford Pro took the wraps off the upcoming E-Transit Custom – the first fully electric version of Europe's best-selling van. Now, to show customers the sky really is the limit when it comes to electrification, the company has created this extreme machine – the Ford Pro Electric SuperVan

It looks wild, and it really is. That's because this one-off van has four electric motors, a 50 kWh liquid-cooled battery and a bespoke control system that produces approximately 2,000 PS for sub two-second 0-100 km/h acceleration.

It also features Ford's SYNC in-cab touchscreen technology from road-going Ford models. The enhanced connectivity keeps the driver informed and enables real-time data transmission for remote vehicle management and optimised performance, just like the integrated services that can accelerate the productivity of over 125,000 Ford Pro customers across Europe. Selectable drive modes and regenerative braking technologies similar to those on Ford production electric vehicles also feature.

The striking demonstrator was developed in secret by Ford Performance and electrified rally and racing specialists STARD in Austria with exterior design by the Ford Design team in Cologne.

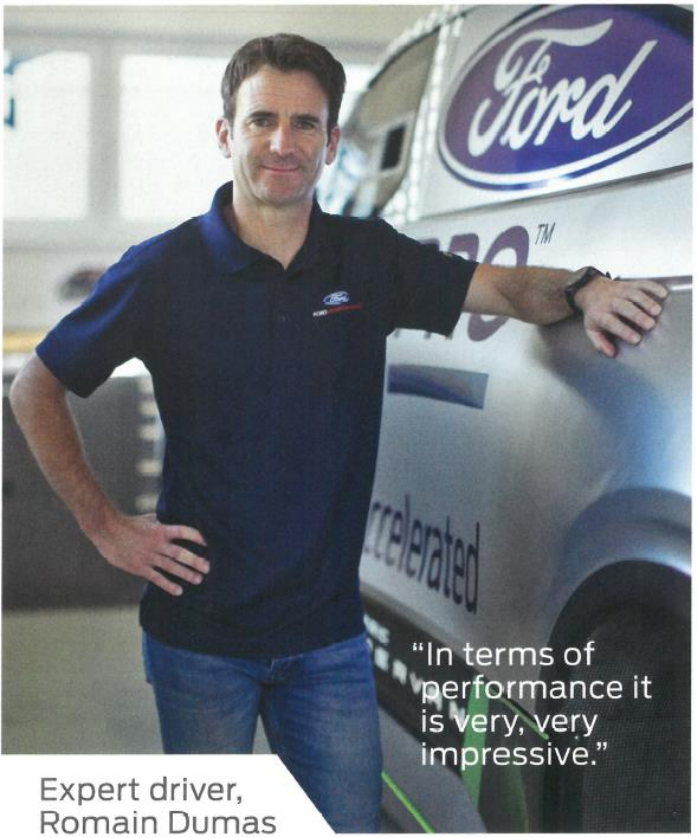
"We're bringing SuperVan into the 21st century with 2,000 PS of all-electric power for unmatched excitement and unmistakeable styling inspired by the new E-Transit Custom. But performance isn't all about horsepower – the Electric SuperVan's processing power means engineers can use real-time vehicle data to optimise its performance,

Striking demonstrator was developed in secret

just like on a top-level racing car," said Mark Rushbrook, global director, Ford Performance Motorsports.

Ford's first SuperVan was revealed in 1971 and featured a mid-mounted engine taken from the Le Mans-winning Ford GT40 to create a Transit Mk. 1 unlike any other. The formula was taken further for SuperVan 2, when a glassfibre version of the Transit Mk. 2 body was draped over the monocoque and 590 PS Cosworth V8 of Ford's C100 racing car. This vehicle was reborn as the facelifted Transit Mk.3 lookalike SuperVan 3, powered by a screaming 650 PS Cosworth HB engine shared with Formula 1 cars of the era.

The Ford Pro Electric SuperVan made its global public debut at the Goodwood Festival of Speed, where the Next-Gen Ford Ranger Raptor performance pick-up also made its dynamic debut.



Expert driver, Romain Dumas

Extreme performance

The Ford Pro Electric SuperVan is a one-off demonstrator vehicle, leaving the Ford Design team free to create a wild-looking vehicle that grabs attention and reflects its extreme performance capability. The outlandish wheel arches, muscular style and one-off livery go further than even the rally-bred MS-RT versions of Ford's current Transit Custom, while the all-electric powertrain offered the development team lots of freedom with fewer of the packaging and cooling restrictions that come with a combustion engine.

The vehicle's motorsport-spec construction marries the E-Transit Custom floorpan with a steel spaceframe and lightweight composite body panels. A bespoke 50 kWh liquid-cooled battery pack is mounted for optimum weight distribution and a low centre of gravity, and can be fully recharged in approximately 45 minutes using a standard electric vehicle fast-charger. The driver can access charging and battery insights via the in-cab touchscreen.

Four electric motors together deliver approximately 2,000 PS through an all-wheel drive system – enough to propel the vehicle to 100 km/h in under two seconds and making it the fastest SuperVan ever.

Like any good van, the Electric SuperVan features a loadspace behind the driver; a door in the bodyside makes loading and unloading cargo easy, and Ford is developing a secure electromagnetic release system controlled via the SYNC screen.

A suite of onboard cameras can immerse audiences around the world in the action during Electric SuperVan's impressive high-performance runs. As on the Ford E-Transit, the driver can pull camera feeds onto the in-cab screen and switch between them to help position the vehicle.

Ford Performance and STARD's motorsport input is immediately obvious; the dramatically sculpted body's front splitter, side skirts and rear diffuser would be at home on a racing car, while the radical rear design's cutaways and dorsal fin flow into the rear wing to generate downforce and push the Electric SuperVan into the track for more grip.

The racing influence continues under the skin with unequal-length double wishbone suspension at each corner. Motorsport-grade front and rear subframes, uprights, and brakes deliver the braking and steering capability to match the enormous straight-line go.

Real time data

The Ford Pro Electric SuperVan's interior includes a full roll cage and racing seats for safety, as well as a large touchscreen taken directly from Ford's production vehicles such as the Ford Mustang Mach-E controlling the advanced connectivity and information systems. If required, drivers can take a break from hustling the Electric SuperVan up hillclimbs and around racetracks to plot a route, find a charger, connect to WiFi and make phone calls – all via the SYNC screen.

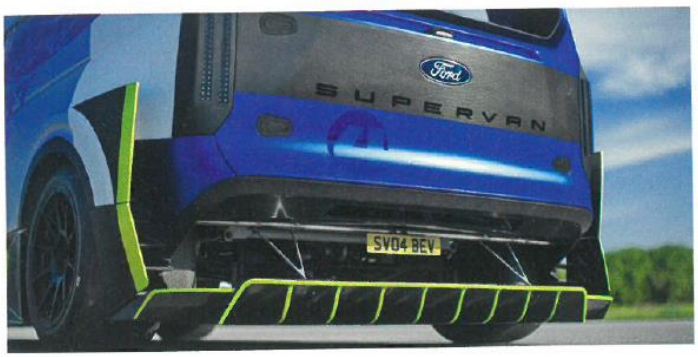
The touchscreen also enables control of the selectable drive modes that tailor the Electric SuperVan's torque maps, regenerative braking and control responses to suit different driving scenarios:

Electric SuperVan demonstrator is also a high-speed science experiment

Further performance fine-tuning is delivered by an electronics package that includes traction control, launch control, a pit-lane speed limiter and three-stage regenerative braking to return energy to the battery – similar to the L Mode function on E-Transit. At low speed, ECO Mode keeps the motors at optimal efficiency, turns the regenerative braking up to maximum and cuts drive to the rear axle. For maximum speed, an E Boost button puts a temporary power and torque boost at the driver's fingertips.

A Tyre Cleaning Mode can deliver exhilarating driving displays; this new feature fully brakes one axle while spinning the other, creating impressive burnouts on the front or rear axles that help clean and warm the tyres before performance runs.

Just like a modern racing car – and Ford's hard-working vans – the Electric SuperVan can send real-time data to software for remote vehicle management. Businesses can use Ford Pro E Telematics or FordPass Proto to track the health and security of their fleet; similarly, Ford Performance trackside engineers can monitor the Electric SuperVan via dedicated management software that translates live data into insights on speed, lap times and vehicle systems.



Beyond demonstrating Ford's current electric vehicle and connectivity know-how, the Electric SuperVan demonstrator is also a high-speed science experiment. Its demanding driving scenarios and unrestricted design concept allow Ford to push the boundaries of engineering and connectivity to improve its future race cars and road-going vehicles, software and services.

Uninterrupted acceleration

Romain Dumas was the expert driver tasked with unleashing the Electric SuperVan's full performance at Goodwood. His track record in electric racing is unparalleled; he set outright records at the Goodwood and Pikes Peak hillclimbs, and also holds the electric lap record at the fearsome Nordschleife.

Romain's diverse experience also includes the 24 Hours of Le Mans' outright distance record, an FIA World Endurance Championship title and a class victory at the Rallye Monte Carlo.

So, how does the Ford Pro Electric SuperVan compare to other amazing vehicles he's driven during his career?

"It's a lot of fun. It's the first time for me in an electric van. Driving it, just after a few laps, I already feel very comfortable. You have the size of a van, but in terms of performance it is very, very impressive."

He added: "I can see a lot of things on the dashboard – how to monitor tyre pressure and launch control and many things like that. I remember as a child looking at (a Super Van) and thinking it's a crazy idea, and today I'm driving this one and I'm so happy about that."