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Under the Hood, All-new 2015 Ram ProMaster City is All Business

- Unsurpassed standard highway fuel economy of 29 miles per gallon (mpg)
- World's first commercial-van application of nine-speed automatic transmission
- Best-in-class horsepower and torque (178/174) from 2.4-liter Tigershark I-4 engine, featuring MultiAir2 valve-actuation technology
- Tigershark and nine-speed combination deliver quality, reliability and durability
- "Smart" engine systems and accessory drive improve fuel efficiency

June 26, 2014, Auburn Hills, Mich. - When it arrives in North American showrooms, the 2015 Ram ProMaster City's power, torque, fuel economy and performance will trump any competitor's standard-equipment package.

And its drive system will boast more advanced technology than any vehicle in the history of the segment.

"There is no room for compromise when a person's livelihood is tied to a vehicle," said Bob Lee, Vice President of Powertrain — Chrysler Group LLC. "That fact was a primary motivator when we engineered the Ram ProMaster City's powertrain. And that motivation is reflected in the vehicle's capability and performance."

The centerpiece of the all-new ProMaster City's powertrain is its segment-exclusive nine-speed automatic transmission, which contributes to an unsurpassed standard highway fuel economy rating of 29 miles per gallon (mpg). The ProMaster City is the first commercial van ever to feature a nine-speed automatic, and one of the first vehicles to be so equipped in automotive history.

Also known as the 948TE, the transmission is part of the ProMaster City's standard equipment list and comes standard. Leveraging its wide gear ratio spread and 3.73:1 final-drive ratio, the advanced-technology transmission and well-matched engine will combine to deliver fuel economy ratings unsurpassed by any standard-equipment powertrain in the ProMaster City's segment.

The 948TE delivers the right response at the right time. Its 4.70 first-gear ratio delivers the kind of acceleration required of nimble delivery vans: 0-to-30 mph in an estimated 3.7 seconds and 0-to-60 mph in an estimated 9.8 seconds.

The new transmission also delivers power smoothly, a result of optimized gear-ratio steps, which provide the perfect balance of power, comfort and fuel economy:

1st – **4.70**
2nd – **2.84**
3rd – **1.90**
4th – **1.38**
5th – **1.00**
6th – **0.80**
7th – **0.69**
8th – **0.58**
9th – **0.48**

And while the 948TE is plenty efficient on its own, Electronic Range Select (ERS) offers hands-on control of its unique

capabilities. ERS allows customers to manually set the highest available gear for a particular task, such as operating under heavy loads.

The result is enhanced throttle response when throttle response is needed most.

The nine-speed's design is no less innovative than its function. It has four gear sets, which are nested for economical packaging, and despite having one more gear set than a conventional six-speed transmission, the ProMaster City's nine-speed is 30 pounds lighter.

Of its six shift elements, which are comprised of four multi-disc clutches and two dog clutches, only three are open at any time. Fewer open shift elements mean fewer rotating parts. This reduces drag losses and improves efficiency – a key differentiator for the ProMaster City.

Tigershark: Beast of Burden

The all-new 2015 Ram ProMaster City is powered by the 2.4-liter Tigershark I-4. And the engine lives up to its name.

It generates a best-in-class 178 horsepower at 6,400 rpm, while its peak torque – 174 lb.-ft. (231 N•m) at 3,800 rpm – is greater than any standard-equipment engine in the ProMaster City's segment.

The engine's thoughtful construction also suits its Tigershark moniker, while benefiting the ProMaster City's rugged duty cycle:

- A lightweight aluminum ladder frame is sandwiched between the engine's aluminum block and steel oil pan for structural rigidity
- Its forged-steel crankshaft features 53mm pin diameters that add stiffness.
- Two-bolt main bearing caps coupled with a cast-iron structural bearing beam reduce flexing along the bottom of the block
- Individual piston oil squirters help maintain cylinder wall and piston temperatures, avoiding hot spots that could lead to knock while also improving performance and efficiency
- Its air inlet is positioned to accommodate 12.0-inch water fording during floods and severe downpours

But the Tigershark balances its considerable brawn with a level of sophistication unmatched by any competitor. The engine's four-valve aluminum head hosts advanced valve-actuation technology that is exclusive to Chrysler Group in North America.

Dubbed MultiAir2, the acclaimed electro-hydraulic fully variable system uses a column of oil in place of the traditional mechanical link between the camshaft and intake valves. As a result, it affords precise control of the intake-valve events – beginning and end – which reduces engine-pumping losses, increases volumetric efficiency and cuts carbon-dioxide emissions.

The all-new ProMaster City also benefits from technology featured on its brand stablemate – the Ram 1500 full-size pickup. Both workhorses feature pulse-width modulated (PWM) fuel pumps.

Unlike conventional electric fuel pumps that contribute to parasitic losses, PWM fuel pumps operate on demand for improved efficiency.

Complementing the engine's robust design and sophistication is its refinement – a key consideration in the design of every Tigershark feature, from its fully isolated aluminum head cover, to its oil pan made of acoustic material sandwiched between its outer and inner stampings.

Vibration is minimized with the use of a balance shaft module, while both the intake manifold and the fuel-injection rail have acoustically dampened covers that help reduce noise and harshness.

Powder-forged steel connecting rods feature a full-floating piston pin with a diamond-like carbon coating for reduced friction and improved fuel efficiency.

Engine accessory drives tighten the ProMaster City's grip on best-in-class fuel efficiency.

"Smart alternator management" taps the most efficient times to initiate a charge cycle. Unlike most alternators, which operate continually, the ProMaster City's smart-charge system uses moments of deceleration or braking to run the alternator at capacity when necessary.

This reduces load on the engine when torque is needed to accelerate the van. Load reduction also translates into overall powertrain efficiency.

Air conditioning compressors can also create significant engine drag, which compromises vehicle performance and reduces fuel efficiency.

The new Ram ProMaster City uses a variable compressor. Much like PWM, a variable AC pump is not restricted to full-on or off. The unit can operate at different duty cycles/RPMs to maintain cabin temperatures.

By reducing the need for full-capacity compressor cycles, engine load is decreased, giving efficiency a boost.

Ram Brand

In 2009, the Ram brand launched as a stand-alone division, focused on meeting the demands of truck buyers and delivering benchmark-quality vehicles. With a full lineup of trucks, the Ram 1500, 2500/3500 Heavy Duty, 3500/4500/5500 Chassis Cab and ProMaster vans. Ram builds trucks that get the job done and families where they need to go.

Ram continues to outperform the competition, setting the benchmark in the most important areas for truck buyers:

- Segment-first 1,000 lb.-ft of torque with Cummins Turbo Diesel
- Most luxurious: Ram 1500 Tungsten with air suspension, 24-way massage seats and 540 horsepower
- Best ride and handling with a double wishbone front suspension and five-link solid rear axle with available, segment-exclusive, active-level air suspension
- Best-in-class available rear leg room
- The most cargo space available in any traditional full size cargo van
- Most capable full-size off-road pickup – Ram Power Wagon
- Most awarded light-duty truck in America
- Highest owner loyalty of any half-ton pickup

The latest [J.D. Power APEAL study](#), which rates the emotional bond between customers and their vehicles, named the 2023 Ram 1500 as the best full-size light-duty pickup.

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