



# TECHNICAL SPECIFICATIONS

## NEW FORD FIESTA ACTIVE SPECIFICATIONS

### PERFORMANCE AND ECONOMY

Fiesta Active			Fuel consumption l/100 km			Performance		
Engine*	Power PS	CO <sub>2</sub> g/km	Urban	Extra Urban	Combined	Max speed km/h (mph)	0-100 km/h (0-62 mph) sec	50-100 km/h (31-62 mph) sec*
1.0 EcoBoost	85	113	5.9 (47.9)	4.4 (64.2)	5.0 (56.5)	170 (106)	12.7	11.9
1.0 EcoBoost	100	114	5.9 (47.9)	4.4 (64.2)	5.0 (56.5)	181 (112)	11.0	11.6
1.0 EcoBoost auto	100	139	7.8 (36.2)	5.2 (54.3)	6.1 (46.3)	177 (110)	12.8	N/A
1.0 EcoBoost	125	114	5.9 (47.9)	4.4 (64.2)	5.0 (56.5)	191 (119)	10.4	10.4
1.0 EcoBoost	140	119	6.3 (44.8)	4.6 (61.4)	5.2 (54.3)	200 (124)	9.4	8.9
1.5 TDCi (without Auto Start-Stop)	85	108	4.7 (60.1)	3.9 (72.4)	4.2 (67.3)	170 (106)	12.6	12.8
1.5 TDCi	85	103	4.4 (64.2)	3.7 (76.3)	4.0 (70.6)	170 (106)	12.6	12.8
1.5 TDCi	120	112	4.8 (58.9)	4.1 (68.9)	4.4 (64.2)	190 (118)	9.4	9.1

All engines feature Auto-Start-Stop unless indicated

\* In 4th gear

### WEIGHTS AND DIMENSIONS

#### Weights

Fiesta Active (without openable panorama roof)	Kerb weight (kg) <sup>#</sup>	Gross Vehicle Mass (kg)	Gross Train Mass (kg)	Max. Towable Mass (braked) (kg)	Max. Towable Mass (unbraked) (kg)	Nose weight (kg)	Roof load (kg)
1.0 EcoBoost 85 PS	1241	1685	2685	1000	620	65	50
1.0 EcoBoost 100 PS	1241	1685	2685	1000	620	65	50
1.0 EcoBoost 100 PS Auto	1284	1690	2690	1000	640	45	50
1.0 EcoBoost 125 PS	1241	1685	2685	1000	620	65	50
1.0 EcoBoost 140 PS	1241	1685	2685	1000	620	65	50
1.5 TDCi 85 PS No Stop Start	1261	1690	2440	750	630	50	50
1.5 TDCi 85 PS	1265	1690	2440	750	630	45	50
1.5 TDCi 120 PS	1279	1710	2710	1000	635	50	50

# Represents the lightest kerbweight assuming driver at 75 kg, full fluid levels and 90 per cent fuel levels, subject to manufacturing tolerances and options, etc., fitted.

Towing limits quoted represent the maximum towing ability of the vehicle at its Gross Vehicle Mass to restart on a 12 per cent gradient at sea level. The performance and economy of all models will be reduced when used for towing. Gross Train Mass includes trailer weight

## Dimensions

Dimensions (mm)	Active
<b>Exterior</b>	
Overall length	4068
Overall width with/without/folded mirrors	1941/1756/1783
Overall height	1498
Wheelbase	2493
Front track	1513
Rear track	1476
Front overhang	857
Rear overhang	718
Min ground clearance (unloaded)	152
Min ground clearance (loaded)	130
<b>Interior</b>	
Front headroom	992
Front max legroom	1125
Front shoulder room	1347
Rear headroom	955
Rear legroom	835
Rear shoulder room	1301
<b>Luggage capacity (litres)</b>	
5-seat mode, laden to package tray (with tyre repair kit)	311
2-seat mode, laden to roof (with tyre repair kit) ‡	1093
<b>Fuel tank capacity (litres)</b>	
Petrol/Diesel	42/40

‡ Measured in accordance with ISO 3832. Dimensions may vary dependent on the model and equipment fitted.

## DRIVER ASSISTANCE TECHNOLOGIES

Adaptive Cruise Control
Adjustable Speed Limiter
Auto High Beam
Blind Spot Information System
Cross Traffic Alert
Forward Collision Warning

Rear Park Aid (sensors)
Rear parking camera
Hill Launch Assist
Lane Keeping Aid
Lane Keeping Alert
Pre-Collision Assist with Pedestrian Detection
Traffic Sign Recognition

## **SAFETY**

Airbags: driver front, driver side, passenger front, passenger side, curtain x 2
Electronic Emergency Brake Assist
Electronic Stability Control
Front and rear outer seat load limiters and pre-tensioners
Driver's seatbelt with locking tongue
ISOFIX child seat hard points
Passenger airbag deactivation with indicator
Rear seatbelt reminder

## **STEERING**

System	Rack and pinion with Electronic Power Assisted Steering (EPAS)
Ratio	14.6:1
Turning circle (m)	10.3 kerb-to-kerb

## **CHASSIS**

Front suspension	Independent suspension with MacPherson struts, L-shaped lower control arm, steering gear and hollow stabiliser bar mounted on subframe. Unique steering knuckle geometry. Hydraulic rebound stopper
Rear suspension	Twistbeam rear suspension with toe-correcting bush

## **BRAKES**

	<b>Front</b>	<b>Rear</b>
Braking	Hydraulically operated dual-circuit system with diagonal distribution. Vented front discs. Rear drums. Rear discs for vehicles with powertrains with above 100 PS (excluding 100PS). Electronic four-channel anti-lock braking system (ABS) with electronic brake-force distribution (EBD), Electronic Stability System (ESP) and Emergency Brake Assist (EBA). Optional autonomous emergency braking (AEB) as part of Pre-Collision Assist with Pedestrian Detection	
Disc/Drum dimensions (mm)	Ø262 x 23	Ø 202.8 drum Ø252x12 disc (models above 100 PS)
Piston dimensions (mm)	Ø54	Ø 20.64 drum Ø36 disc (above 100 PS)

## **WHEELS & TYRES**

<b>Alloy wheels</b>	
17-inch x 7-inch	205/45-R17

## **AERODYNAMICS**

<b>Model (5dr)</b>	<b>Engine</b>	<b>C<sub>d</sub></b>	<b>A (m<sup>2</sup>)</b>
Active	1.0-litre EcoBoost	0.328	2.16
Active	1.5-litre TDCi 85 PS	0.325	2.16
Active	1.5-litre TDCi 120 PS	0.349	2.16

## **PETROL ENGINES**

		<b>1.0-litre EcoBoost (85, 100, 125, 140 PS) manual</b>				<b>1.0-litre EcoBoost (100PS) automatic</b>
Type		Inline three cylinder turbo petrol, Ti-VCT, transverse				Inline three cylinder turbo petrol, Ti-VCT, transverse
Displacement	cm <sup>3</sup>	998				998
Bore	Mm	71.9				71.9
Stroke	Mm	82.0				82.0
Compression ratio		85/100 PS 10.5:1, 125/140 PS 10.0:1				10.0:1
Max power	PS (kW)	85 (63)	100 (74)	125 (92)	140 (103)	100 (74)
	at rpm	4000-6000	4500-6500	6000	6000	4500-6500
Max torque	Nm	170	170	170	180	170
	at rpm	1500-3500	1500-4000	1500-4500	1500-5000	1500-4000
Valve gear		DOHC with 4 valves per cylinder, twin independent variable cam timing				DOHC with 4 valves per cylinder, twin independent variable cam timing
Cylinders		3 in line				3 in line
Cylinder head		Cast aluminium				Cast aluminium
Cylinder block		Cast iron				Cast iron
Camshaft drive		Low friction Belt-in-Oil with dynamic tensioner				Low friction Belt-in-Oil with dynamic tensioner
Crankshaft		Cast iron, 6 counterweights, 4 main bearings				Cast iron, 6 counterweights, 4 main bearings
Engine management		Bosch MED17 with CAN-Bus and individual cylinder knock control. FGEC Software				Bosch MED17 with CAN-Bus and individual cylinder knock control. FGEC Software
Fuel injection		High pressure direct fuel injection with 6 hole injectors				High pressure direct fuel injection with 6

			hole injectors
Emission level		Euro Stage 6	Euro Stage 6
Turbocharger		Continental low inertia turbo	Continental low inertia turbo
Lubrication system		Electronically controlled variable displacement oil pump for improved fuel economy	Electronically controlled variable displacement oil pump for improved fuel economy
System capacity with filter	Litres	4.6	4.6
Cooling system		Split cooling system with 2 thermostats	Split cooling system with 2 thermostats
System capacity incl heater	Litres	5.8	5.8
Transmission		6-speed manual	6-speed torque converter automatic
Gear ratios			
		6th 0.634	6th 0.634
		5th 0.757	5th 0.757
		4th 0.943	4th 0.943
		3rd 1.276	3rd 1.276
		2nd 1.958	2nd 1.958
		1st 3.417	1st 3.417
		R 3.833	R 3.833
		FDR 3.941	FDR 3.941
		6th 0.634	6th 0.634
		5th 0.757	5th 0.757
		4th 0.943	4th 0.943
		3rd 1.276	3rd 1.276
		2nd 1.958	2nd 1.958
		1st 3.417	1st 3.417
		R 3.833	R 3.833
		FDR 3.941	FDR 4.353
			N/A

## **DIESEL ENGINES**

		<b>1.5-litre TDCi (85 PS)</b>	<b>1.5-litre TDCi (120 PS)</b>
Type		Inline four cylinder turbo diesel, transverse	Inline four cylinder turbo diesel, transverse
Displacement	cm <sup>3</sup>	1499	1499
Bore	Mm	73.5	73.5
Stroke	Mm	88.3	88.3
Compression ratio		16.0:1	16.0:1
Max power	PS (kW)	85 (63)	120 (88)
	at rpm	3750	3600
Max torque	Nm	215	270
	at rpm	1750-2500	1750-2500
Valve gear		SOHC with 2 valves per cylinder	SOHC with 2 valves per cylinder
Cylinders		4 in line	4 in line
Cylinder head		Cast aluminium	Cast aluminium

Cylinder block		Cast Aluminium with cast iron cylinder liners	Cast Aluminium with cast iron cylinder liners
Camshaft drive		Timing belt	Timing belt
Crankshaft		Steel forging	Steel forging
Engine management		Bosch FDEC	Bosch FDEC
Fuel injection		High pressure common rail diesel injection system with 8 hole nano sac nozzle injectors	High pressure common rail diesel injection system with 8 hole nano sac nozzle injectors
Emission level		Euro Stage 6	Euro Stage 6
Turbocharger		Fixed geometry turbo	Variable geometry turbo
Lubrication system		Variable displacement oil pump direct driven from the crankshaft belt for improved fuel economy	Variable displacement oil pump direct driven from the crankshaft belt for improved fuel economy
System capacity with filter	litres	3.8	3.8
Cooling system		External single tube with integral thermostat	External single tube with integral thermostat
System capacity	litres	6.5	6.5
Transmission		6-speed manual	6-speed manual
Gear ratios			
		6th 0.568 5th 0.683 4th 0.865 3rd 1.172 2nd 1.880 1st 3.417 Reverse 3.833 FDR 3.550	6th 0.622 5th 0.738 4th 0.919 3rd 1.258 2nd 2.048 1st 3.727 Reverse 3.818 FDR 3.350

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Note: The data information in this press release reflects preliminary specifications and was correct at the time of going to print. However, Ford policy is one of continuous product improvement. The right is reserved to change these details at any time.

Note: The declared Fuel/Energy Consumptions, CO<sub>2</sub> 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 CO<sub>2</sub> 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, CO<sub>2</sub> emissions and electric range. CO<sub>2</sub> 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 CO<sub>2</sub> 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 CO<sub>2</sub> 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 CO<sub>2</sub> emissions.

**About Ford Motor Company**

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