



Fiesta and Puma mHEV soon also available with A7 transmission

Cologne, Germany, 16 february 2021 – Ford is introducing a new seven-speed automatic transmission option for electrified EcoBoost Hybrid powertrains that will for the first time enable drivers who want an automatic gearbox to reduce their CO₂ emissions and save money using Ford's 48-volt mild hybrid technology.¹

Available on Puma and Fiesta 1.0-litre EcoBoost Hybrid, the seven-speed automatic can make driving less demanding – particularly in city driving and stop-start traffic. In addition, fast, seamless gearchanges complement the hybrid powertrain's electrically-boosted performance to further enhance the fun to drive experience.

Ford's EcoBoost Hybrid technology uses a belt-driven integrated starter/generator (BISG) to recover energy usually lost during braking and coasting and charge a 48-volt lithium-ion battery pack. The BISG also acts as a motor, integrating with the engine to provide torque assistance that can enhance fuel efficiency or performance, depending on the driving scenario.

Torque supplementation

Torque supplementation uses the BISG to increase the total torque available from the powertrain by up to 20 Nm, for more responsive in-gear acceleration.

- In-gear acceleration for Puma 1.0-litre EcoBoost Hybrid 125 PS seven-speed automatic is improved by up to almost 4 per cent compared with than the non-hybrid variant
- Puma 1.0-litre EcoBoost Hybrid 155 PS seven-speed automatic accelerates from 0-100 km/h in 8.7 seconds
- In Sport Drive Mode, the Puma EcoBoost Hybrid automatic gearbox holds lower gears for sportier responses
- Triple-downshifts enable faster overtaking when drivers request maximum acceleration
- The seven-speed automatic gearbox offers manual gear selection, with sporty paddle-shifters for Puma ST-Line X and ST-Line Vignale models

ECOBOOST HYBRID IS UP TO TWO CAR LENGTHS AHEAD OF NON-HYBRID ECOBOOST AFTER FIVE SECONDS OF ACCELERATION

ECOBOOST 125 PS



ECOBOOST HYBRID 125 PS



BASED ON FORD DATA CALCULATED WITH SIX-SPEED MANUAL TRANSMISSION

Torque substitution

Torque substitution uses the BISG to provide up to 24 Nm of extra torque – reducing the amount of work required by the engine for improved fuel efficiency. The seven-speed automatic EcoBoost Hybrid combination is particularly well-suited to city driving, where frequent stop-start driving allows regular capturing and re-deployment of energy.

- Puma EcoBoost Hybrid and Fiesta EcoBoost Hybrid seven-speed automatic models are anticipated to improve CO₂ emissions by up to more than 5 per cent compared with the 1.0-litre EcoBoost petrol equivalents (WLTP).
- The seven-speed automatic transmission can help keep the hybrid engine at the optimum rpm for efficiency



Shifting to automatic

Pairing the dual-clutch transmission with a hybrid powertrain brings the advantages of both technologies to the customer, as well as increasing the availability of fuel-saving hybrid powertrains to people who want an automatic transmission.

Automatic appeal:

- The seven-speed automatic transmission's dual-clutch architecture delivers seamless acceleration with smooth gear changes
- Automatic transmissions can be particularly beneficial for drivers with restricted mobility
- Two pedal operation requires fewer driver inputs, particularly in city driving scenarios

Electrifying line-up

The Ford Puma EcoBoost Hybrid and Fiesta EcoBoost Hybrid are two of 17 electrified vehicles Ford is introducing in Europe before the end of this year.



Enhanced driver assistance tech

The seven-speed automatic transmission enables additional technology in combination with EcoBoost Hybrid efficiency for the first time, including:

- Stop & Go functionality for Adaptive Cruise control, ² which can bring the vehicle to a complete halt in stop-start traffic and automatically pull away if the stopping duration is less than 3 seconds
- Remote Start, via the FordPass app ³

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¹ Fiesta 1.0-litre EcoBoost Hybrid 125 PS seven-speed automatic anticipated CO₂ emissions from 118-128 g/km and anticipated fuel efficiency from 5.2-5.6 l/100 km WLTP with standard equipment tyre specification.

Puma 1.0-litre EcoBoost Hybrid 125 PS seven-speed automatic anticipated CO₂ emissions from 129-131 g/km and anticipated fuel efficiency from 5.7-5.8 l/100 km WLTP with standard equipment tyre specification.

Puma 1.0-litre EcoBoost Hybrid 155 PS seven-speed automatic anticipated CO₂ emissions from 131-134 g/km and anticipated fuel efficiency from 5.8-5.9 l/100 km WLTP with standard equipment tyre specification.

Officially homologated fuel efficiency and CO₂ emissions figures will be published closer to on-sale date. The declared fuel/energy consumptions, CO₂-emissions and electric range are determined according to the technical requirements and specifications of the European Regulations (EC) 715/2007 and (EU) 2017/1151 as last amended. The applied standard test procedures enable comparison between different vehicle types and different manufacturers.

² Driver-assist features are supplemental to and do not replace the driver's attention, judgment and the need to control the vehicle.

³ In regions where permitted by law.

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Ford in Belgium & Luxemburg

Ford Belgium distributes Ford vehicles and Ford original parts in Belgium & Luxemburg, since 1922.

Ford Lommel Proving Ground is the lead test facility for validation of all Ford models in Europe, with approximately 390 employees.

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