



TECHNICAL SPECIFICATIONS

NEW FORD PUMA SPECIFICATIONS

PERFORMANCE AND ECONOMY

Petrol engines	Power PS	Wheel size inch	CO ₂ from (g/km NEDC)	Fuel consumption from (l/100 km NEDC)			Fuel consumption from (l/100 km WLTP)	CO ₂ from (g/km WLTP)
			Combined	Urban	Extra Urban	Combined	Overall	Overall
1.0-litre EcoBoost 6-speed manual	95	16	102	5.4	4.0	4.5	5.7	129
		17	102	5.4	4.0	4.5	5.7	130
		18	102	5.5	4.0	4.5	5.7	130
		19	104	5.5	4.1	4.6	6.1	139
1.0-litre EcoBoost 6-speed manual	125	16	103	5.4	4.0	4.5	5.7	131
		17	103	5.4	4.0	4.5	5.8	132
		18	103	5.4	4.0	4.5	5.8	131
		19	106	5.5	4.1	4.6	6.2	141
1.0-litre EcoBoost Hybrid 6-speed manual	125	16	96	4.9	3.9	4.2	5.4	124
		17	96	4.9	3.9	4.2	5.5	124
		18	96	4.9	3.9	4.2	5.4	124
		19	99	5.0	4.0	4.3	5.8	132
1.0-litre EcoBoost Hybrid 6-speed manual	155	16	99	5.1	3.9	4.4	5.5	126
		17	99	5.1	3.9	4.4	5.6	127
		18	99	5.1	3.9	4.4	5.6	127
		19	101	5.1	4.1	4.5	5.9	133

Petrol engines	Power PS	Performance		
		Max speed km/h	0-100 km/h sec	50-100 km/h sec*
1.0-litre EcoBoost 6-speed manual	95	175 (109)	11.9	13.3
1.0-litre EcoBoost 6-speed manual	125	191 (119)	10.0	9.7
1.0-litre EcoBoost Hybrid 6-speed manual	125	191 (119)	9.8	9.6
1.0-litre EcoBoost Hybrid 6-speed manual	155	205 (127)	9.0	8.4

* In 4th gear

WEIGHTS AND DIMENSIONS

	Kerb weight (kg)#	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 95 PS 6-speed manual	1269	1765	2665	900	640	75	50
1.0 EcoBoost 125 PS 6-speed manual	1280	1760	2860	1100	640	75	50
1.0 EcoBoost 125 PS EcoBoost Hybrid 6-speed manual	1280	1760	2860	1100	640	75	50
1.0 EcoBoost 155 PS EcoBoost Hybrid 6-speed manual	1280	1760	2860	1100	640	75	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. Weights represent base model specification without panoramic glass roof.

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 unless stated)	Trend/ Titanium	Trend/ Titanium EcoBoost Hybrid	ST- Line/ST- Line X Vignale	ST-Line/ ST-Line X Vignale EcoBoost Hybrid
Exterior				
Overall length without tow bar	4186	4186	4207	4207
Overall width mirrors extended/folded	1930/1805	1930/1805	1930/1805	1930/1805
Overall height (with shark fin antenna, unladen)	1550	1554	1548	1552
Wheelbase	2588	2588	2588	2588
Front track	1567	1567	1562	1562
Rear track	1526	1526	1521	1521
Front overhang	850	850	856	856
Rear overhang	748	748	763	763
Min ground clearance (GVM)	140	143	139	142
Min ground clearance (kerb)	166	166	164	164
Approach Angle (degrees)	17.5	17.4	16.8	16.9
Departure Angle (degrees)	26.6	27.0	26.2	26.6
Interior				
Front headroom (without panorama roof)	1000	1000	1000	1000
Front headroom (with panorama roof)	983	983	983	983
Front legroom (maximum with seat in rear-most mid-height position)	1127	1127	1127	1127
Front shoulder room	1348	1348	1348	1348

Front hip room	1311	1311	1311	1311
Rear headroom (without panorama roof)	965	965	965	965
Rear legroom (maximum with seat in rear-most mid-height position)	877	877	877	877
Rear shoulder room	1320	1320	1320	1320
Rear hip room	1278	1278	1278	1278
Luggage capacity (litres) ‡				
5-seat mode, laden to package tray (with tyre repair kit)	456	401	456	401
2-seat mode, laden to roof (with tyre repair kit)	1216	1161	1216	1161
Luggage compartment dimensions				
Maximum loading height	865	810	865	810
Load length at floor to 1st row (tyre repair kit)	1472	1472	1472	1472
Load length at floor to 2nd row seats	725	725	725	725
Load width between wheelhouses	1000	1000	1000	1000
Load opening width (floor)	982	982	982	982
Lift-over height (kerb)	771	776	769	774
Fuel tank capacity (litres)				
Petrol	42	42	42	42

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

DRIVER ASSISTANCE TECHNOLOGIES#

Adaptive Cruise Control with Stop & Go, Speed Sign Recognition and Lane-Centring (available with 7-speed automatic transmission only)
Adjustable Speed Limiter
Auto high beam
Auto lighting and rain-sensing wipers
Blind Spot Information System
Cross Traffic Alert with Active Braking
Distance Indication
Driver Alert
Enhanced Active Park Assist
Evasive Steering Assist
Forward Collision Warning
Front and rear parking sensors
Hill Launch Assist
Intelligent Speed Limiter
Local Hazard Information
Lane Keeping Aid with Road Edge Detection
Lane Keeping Alert
Post-Collision Braking
Pre-Collision Assist with Active Braking
Rear wide-view camera
Selectable Drive Modes
Traffic Sign Recognition
Wrong Way Alert

COMFORT AND CONVENIENCE#

B&O Sound System
Ford MegaBox
FordPass Connect on-board modem
Hands-free tailgate
Lumbar massage seats
Openable panoramic roof
Removable seat covers
SYNC 3 with 8-inch touchscreen
Wireless charging pad

*Feature availability dependent on vehicle specification

STEERING

System	Rack and pinion with Electronic Power Assisted Steering (EPAS)
Ratio	15.1:1
Turning circle (m) kerb-to-kerb	10.5

CHASSIS

Front suspension	Independent. MacPherson struts, L-shaped lower control arm, steering gear and hollow stabiliser bar mounted on subframe
Rear suspension	Twistbeam rear suspension with toe-correcting angled bushes, springs located below floor and separate twintube shock absorbers

BRAKES

	Front	Rear
Braking	Hydraulically operated dual-circuit system with diagonal distribution. Vented front discs. Solid rear discs or drums. 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 and Cyclist Detection and Cross Traffic Alert with Active Braking	
Disc/Drum dimensions (mm)	Ø278 x 25	Ø271 x 11 disc Ø 228 x 40 drum
Piston dimensions (mm)	Ø54	Ø36

WHEELS & TYRES

6.0 x 16-inch with 205/65 R16
6.5 x 16-inch with 205/65 R16
7 x 17-inch with 215/55 R17
7 x 18-inch with 215/50 R18
7.5 x 19-inch with 225/40 R19

PETROL ENGINES

		1.0-litre EcoBoost
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		(95, 125 PS)	
Type		In-line three cylinder turbo petrol, Ti-VCT, transverse	
Displacement	cm ³	999	
Bore	Mm	71.9	
Stroke	Mm	82.0	
Compression ratio		11.5:1	10.5:1
Max power	PS (kW)	95 (70)	125 (92)
	at rpm	4000-6000	6000
Max torque steady state	Nm	170	170
	at rpm	1750-3900	1400-4500
Max torque overboost	Nm	N/A	200
	at rpm	N/A	1750
Valve gear		DOHC with 4 valves per cylinder, twin independent variable cam timing	
Cylinders		3 in-line, cylinder deactivation technology	
Cylinder head		Cast aluminium	
Cylinder block		Cast iron	
Camshaft drive		Chain drive with hydraulic tensioner	
Crankshaft		Cast iron, 6 counterweights, 4 main bearings	
Engine management		Bosch MED17 with CAN-Bus and individual cylinder knock control. FGEC software	
Fuel injection		High pressure direct fuel injection with 5 hole injectors	
Emission level		Euro 6d-TEMP	
Emission control		Rapid light-off catalyst, gasoline particulate filter	
Turbocharger		Fixed geometry turbocharger	
Lubrication system		Electronically controlled variable displacement oil pump for improved fuel economy	
Cooling system		Split cooling system with 2 thermostats. Cam driven water pump for reduced power consumption	
Transmission		6-speed manual	
Gear ratios		6th 0.63 5th 0.76 4th 0.94 3rd 1.28 2nd 1.96 1st 3.42 R 3.83 FDR 4.35	

		1.0-litre EcoBoost Hybrid (125, 155 PS)	
Type		In-line three cylinder turbo petrol, Ti-VCT, transverse	
Displacement	cm ³	999	
Bore	Mm	71.9	

Stroke	Mm	82.0	
Compression ratio		10.5:1	10.0:1
Max power	PS (kW)	125 (92)	155 (114)
	at rpm	6000	6000
Max torque steady state	Nm	170	190
	at rpm	1400-4500	1900-5500
Max torque overboost	Nm	200	220
	at rpm	1750	3000
Max torque e-assist	Nm	210	240
	at rpm	1750	2500
Valve gear		DOHC with 4 valves per cylinder, twin independent variable cam timing	
Cylinders		3 in-line, cylinder deactivation technology	
Cylinder head		Cast aluminium	
Cylinder block		Cast iron	
Camshaft drive		Chain drive with hydraulic tensioner	
Crankshaft		Cast iron, 6 counterweights, 4 main bearings	
Engine management		Bosch MED17 with CAN-Bus and individual cylinder knock control. FGEC software	
Fuel injection		High pressure direct fuel injection with 5 hole injectors	
Emission level		Euro 6d-TEMP	
Emission control		Rapid light-off catalyst, gasoline particulate filter	
Turbocharger		Fixed geometry turbocharger	
Electric motor		11.5kW Belt Integrated Starter-Generator	
Battery		48V 10Ah Li-ion air cooled battery pack	
Lubrication system		Electronically controlled variable displacement oil pump for improved fuel economy	
Cooling system		Split cooling system with 2 thermostats. Cam driven water pump for reduced power consumption	
Transmission		6-speed manual	
Gear ratios		6th 0.63	6th 0.63
		5th 0.76	5th 0.76
		4th 0.94	4th 0.94
		3rd 1.28	3rd 1.28
		2nd 1.96	2nd 1.96
		1st 3.42	1st 3.42
		R 3.83	R 3.83
		FDR 4.35	FDR 4.58

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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.

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 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.

Since 1 September 2017, certain new vehicles are being type-approved using the World Harmonised Light Vehicle Test Procedure (WLTP) according to (EU) 2017/1151 as last amended, which is a new, more realistic test procedure for measuring fuel consumption and CO₂ emissions. Since 1 September 2018 the WLTP has begun replacing the New European Drive Cycle (NEDC), which is the outgoing 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.

About Ford Motor Company

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