Global Advance of EcoBoost

EcoBoost™ technology will power up to 1.5 million vehicles annually by 2013, serving as a key element of Ford Motor Company's global Blueprint for Sustainability. Current plans call for a progressive rollout around the world.

North America

2008
- Ford Motor Company announces its intention to develop twin-turbocharged direct-injected engines to provide efficiency improvements without sacrificing power output

2009
- 3.5-liter EcoBoost V6 assembly begins in Cleveland
- 3.5-liter V6 launches in North American markets, available on Lincoln MKS and MKT, Ford Flex and Taurus SHO

2010
- 2.0-liter EcoBoost I-4 announced in North America on SUVs and CUVs, and announced as the engine for upcoming Ford Focus ST
- 3.5-liter EcoBoost V6 introduced on Ford F-150

2011
- 1.6-liter EcoBoost I-4 announced as an available engine on the C-MAX multi-activity vehicle

Europe

2010
- 1.6-liter EcoBoost I-4, built at Bridgend, United Kingdom, announced in European markets on Ford C-MAX
- 2.0-liter EcoBoost I-4, built at Valencia, Spain, announced in European markets on larger Ford vehicles

2011
- Small-displacement EcoBoost engines to be built in Cologne, Germany and Craiova, Romania

Australia

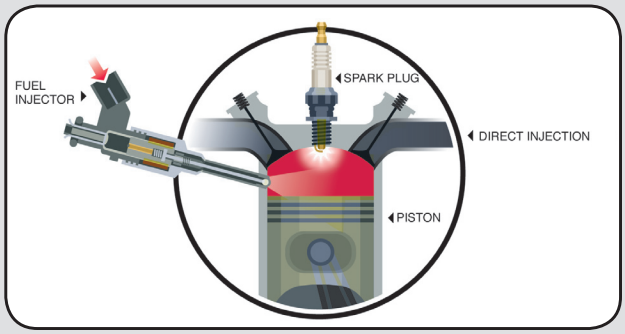
2011
- 2.0-liter I-4 to launch on Ford Falcon

Downsize and Boost: How Ford EcoBoost Does More with Less

EcoBoost combines turbocharging and direct gasoline injection to deliver up to a 20 percent improvement in fuel economy, 15 percent fewer CO_2 emissions and superior driving performance compared with larger-displacement engines. Here's how:

Gasoline Direct Injection

Highly pressurized fuel is injected directly into the combustion chamber of each cylinder rather than traditional mixing with the incoming air in the inlet port. Advantages include more precise delivery of fuel for lower emissions, improved volumetric efficiency and avoidance of knock for better performance and fuel efficiency.



Turbo Power

Energy from the engine's exhaust – that would otherwise be wasted – is used to rotate a turbine wheel. The turbine is coupled to a compressor that pressurizes the incoming air, significantly increasing the output per liter of the engine. The traditional disadvantages of boosting – turbo lag and knock – are mitigated by the synergy with direct injection.

Cost Savings

With EcoBoost's more efficient use of fuel, drivers experience the benefits of a larger-displacement engine without the mileage and CO_2 penalty. For example:

- A 3.5-liter EcoBoost V6 would replace naturally aspirated V8 engines
- A 2.0-liter EcoBoost I-4 would replace naturally aspirated V6 engines
- A 1.6-liter EcoBoost I-4 would replace naturally aspirated large I-4 engines