



# TECHNICAL SPECIFICATIONS

## FORD B-MAX SPECIFICATIONS

### PERFORMANCE AND ECONOMY

Engine	Power (PS)	CO <sub>2</sub> (g/km)	Fuel consumption l/100 km (mpg)			Performance		
			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)*
1.5 TDCi (5-sp man) s/s	75	98	4.0 (70.6)	3.6 (78.5)	3.8 (74.3)	157 (98)	15.1	15.9
1.5 TDCi (5-sp man) s/s	95	98	4.0 (70.6)	3.6 (78.5)	3.8 (74.3)	173 (108)	13.0	13.8
1.0 EcoBoost (5-sp man)	100	119	6.6 (42.8)	4.3 (65.7)	5.1 (55.4)	175 (109)	13.2	12.1
1.0 EcoBoost (5-sp man) s/s	100	114	6.0 (47.1)	4.2 (67.3)	4.9 (57.7)	175 (109)	13.2	12.1
1.0 EcoBoost (5-sp man) s/s	125	114	6.0 (47.1)	4.2 (67.3)	4.9 (57.7)	189 (117)	11.2	9.7
1.4 petrol (5-sp man)	90	139	7.9 (35.8)	4.9 (57.7)	6.0 (47.1)	171 (106)	13.8	20.4
1.6 TiVCT (6-sp PowerShift)	105	149	8.6 (32.8)	5.1 (55.4)	6.4 (44.1)	180 (112)	12.1	n/a

\* in fourth gear

### WEIGHTS AND DIMENSIONS

#### Weights

	Kerb weight (kg) <sup>#</sup>	Gross Vehicle Mass (kg)	Gross Train Mass (kg)	Max. Towable Mass (braked) (kg)	Max. Towable Mass (unbraked) (kg)
1.5 TDCi 75 PS (5-sp man) s/s	1316	1775	2280	575	575
1.5 TDCi 95 PS (5-sp man) s/s	1316	1775	2280	575	575
1.0 EcoBoost 100 PS (5-sp man)	1274	1745	2495	750	635
1.0 EcoBoost 100 PS (5-sp man) s/s	1279	1759	2500	750	635
1.0 EcoBoost 125 PS (5-sp man) s/s	1279	1750	2500	750	635
1.4 Duratec (5-sp man)	1275	1720	2345	675	635
1.6 TiVCT (6-sp PowerShift)	1309	1760	2345	480	480

# Represents the lightest kerbweight assuming driver at 75 kg, full fluid levels and 90% 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. Nose weight limit is a maximum of 65 kg on all models. Roof weight limit is a maximum of 60 kg on all models. Gross Train Mass includes trailer weight

## Dimensions

<b>Dimensions (mm)</b>	
<b>Exterior</b>	
Overall length	4077
Overall width with/without mirrors	2067/1751
Overall width with folded back mirrors	1857
Overall height	1604
Wheelbase	2489
<b>Interior</b>	
Front headroom	1017
Front max legroom (lowest rearmost seating posn)	1103
Front shoulder room	1365
Rear headroom	988
Rear legroom	939
Rear shoulder room	1356
<b>Luggage capacity (litres)<sup>‡</sup></b>	
5-seat mode, laden to package tray (with mini spare)	304
5-seat mode, laden to package tray (with tyre repair kit)	318
2-seat mode, laden to roof (with mini spare)	1372
2-seat mode, laden to roof (with tyre repair kit)	1386
<b>Fuel tank capacity (litres)</b>	
Petrol/Diesel	48/47
<b>Turning Circle (metres)</b>	10.45

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

## **PETROL ENGINES**

		<b>1.6-litre Ti-VCT (105PS)</b>	<b>1.0-litre EcoBoost (100PS, 125PS)</b>
Type		Inline four cylinder petrol with Ti-VCT, transverse	Inline three cylinder turbo petrol, direct fuel injection and Ti-VCT, transverse
Displacement	cm <sup>3</sup>	1596	999
Bore	mm	79.0	71.9
Stroke	mm	81.4	82.0
Compression ratio		11.0:1	10.0:1
Max power	PS (kW)	105 (77)	100 (74)
	at rpm	6300	6000
Max torque	Nm	150	170
	at rpm	4200	1400-4000
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		4 in line	3 in line
Cylinder head		Cast aluminium	Cast aluminium
Cylinder block		Cast aluminium	Cast iron
Camshaft drive		Timing belt with dynamic tensioner	Low friction Belt-in-Oil with dynamic tensioner
Crankshaft		Cast iron, 4 counterweights, 5 main bearings	Cast iron, 6 counterweights, 4 main bearings
Engine management		Siemens ECM EMS2101 16 Bit	Bosch MED17 with CAN-Bus and individual cylinder knock control
Fuel injection		Electronic port fuel injection	High pressure direct fuel injection with 6 hole injectors
Emission level		Euro Stage 6	Euro Stage 6
Turbocharger		n/a	Continental low inertia turbo
Lubrication system		Pressure-fed lubrication system with full flow oil filter	Electronically controlled variable displacement oil pump for improved fuel economy
System capacity with filter	litres	4.1	4.1
Cooling system		Water pump with thermostat and valves	Split cooling system with 2 thermostats
System capacity incl heater	litres	5.5	6.3
Transmission		PowerShift 6-speed dual clutch auto	5-speed manual
Gear ratios		6 <sup>th</sup> 0.702 5 <sup>th</sup> 0.867 4 <sup>th</sup> 1.021 3 <sup>rd</sup> 1.436 2 <sup>nd</sup> 2.429 1 <sup>st</sup> 3.917 Reverse 3.508 Final Drive 4.105	5 <sup>th</sup> 0.689 4 <sup>th</sup> 0.878 3 <sup>rd</sup> 1.206 2 <sup>nd</sup> 1.926 1 <sup>st</sup> 3.583 Reverse 3.615 Final Drive 3.61

		<b>1.4-litre (90PS)</b>
Type		Inline four cylinder petrol, transverse
Displacement	cm <sup>3</sup>	1388
Bore	mm	76.0
Stroke	mm	76.5
Compression ratio		11.0:1
Max power	PS (kW)	90 (66)
	at rpm	5750
Max torque	Nm	125
	at rpm	4000
Valve gear		DOHC with 4 valves per cylinder
Cylinders		4 in line
Cylinder head		Cast aluminium
Cylinder block		Cast aluminium
Camshaft drive		Timing belt with dynamic tensioner
Crankshaft		Cast iron, 4 counterweights, 5 main bearings
Engine management		PCM
Fuel injection		Electronic port fuel injection
Emission level		Euro Stage 6
Turbocharger		n/a
Lubrication system		Pressure-fed lubrication system with full flow oil filter
System capacity with filter	litres	4.1
Cooling system		Water pump with thermostat and valves
System capacity incl heater	litres	5.5
Transmission		Durashift 5-speed manual
Gear ratios		
		5 <sup>th</sup> 0.756 4 <sup>th</sup> 0.951 3 <sup>rd</sup> 1.281 2 <sup>nd</sup> 1.926 1 <sup>st</sup> 3.583 Reverse 3.615 Final Drive 4.250

## DIESEL ENGINES

		<b>1.5-litre TDCi (75PS)</b>	<b>1.5-litre TDCi (95PS)</b>
Type		Inline four cylinder turbo diesel, transverse	Inline four cylinder turbo diesel, transverse
Displacement	cm <sup>3</sup>	1498	1498
Bore	mm	73.5	73.5
Stroke	mm	88.3	88.3
Compression ratio		16.0:1	16.0:1
Max power	PS (kW)	75 (55)	95 (70)
	at rpm	3750	3750
Max torque	Nm	190	215
	at rpm	1750	1750
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	Cast aluminium
Camshaft drive		Timing belt	Timing belt
Crankshaft		Steel forging	Steel forging
Engine management		Ford Common Rail Diesel Engine Management System	Ford Common Rail Diesel Engine Management System
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		Honeywell variable geometry turbo	Honeywell variable geometry turbo
Lubrication system		Variable flow oil pump	Variable flow oil pump
System capacity	litres	3.8	3.8
Cooling system		Water pump with thermostat and valves, with thermal management system	Water pump with thermostat and valves, with thermal management system
System capacity	litres	5.8	5.8
Transmission		5-speed manual	5-speed manual
Gear ratios			
		5 <sup>th</sup> 0.689 4 <sup>th</sup> 0.878 3 <sup>rd</sup> 1.206 2 <sup>nd</sup> 1.926 1 <sup>st</sup> 3.583 Reverse 3.615 Final Drive 3.37	5 <sup>th</sup> 0.689 4 <sup>th</sup> 0.878 3 <sup>rd</sup> 1.206 2 <sup>nd</sup> 1.926 1 <sup>st</sup> 3.583 Reverse 3.615 Final Drive 3.37

*Note: The declared fuel consumption and CO<sub>2</sub> emissions 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 consumption and CO<sub>2</sub> emissions. CO<sub>2</sub> is the main greenhouse gas responsible for global warming. Results in MPG also correspond to this European drive cycle and are stated in imperial gallons. The results may differ from fuel economy figures in other regions of the world due to the different drive cycles and regulations used in those markets.*

*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.*

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