



Mustang Mach-E Can Add 119 Kilometres of Driving Range in Just 10 Minutes

- Latest testing shows Mustang Mach-E charge time has improved by nearly 30 per cent from early estimates, reaching an average of 119 km (73 miles) of range within 10 minutes using IONITY fast charging, when equipped with an extended-range battery and rear-wheel drive
- Ford continues to expand both home and public charging offerings, creating a hassle-free experience for future Ford electric vehicle drivers

COLOGNE, Germany, May 15, 2020 –Ford’s latest testing shows that the all-new, all-electric Mustang Mach-E is estimated to add an average of 119 km (73 miles) driving range within approximately 10 minutes of charging when using an IONITY charging station.¹

Real-world tests delivered the estimated improvement of 26 km (16 miles) driving range or nearly 30percent compared with previous, more conservative computer-simulated estimates for the Mustang Mach-E in extended-range battery, rear-wheel drive (RWD) configuration.

“Mustang customers love the open road, and less time recharging means more time enjoying the drive,” said Mark Kaufman, Global Director, Electric Vehicles. “We’ve made it a priority to make it faster to recharge their Mustang Mach-E, and we’re continuing to work with providers to make even more charge points available through FordPass to make it easier to recharge.”

The all-wheel drive (AWD) model is estimated to add an average of 107 km (66 miles) of charge within approximately 10 minutes,¹ both AWD and RWD configurations are estimated to achieve a 10 per cent to 80 per cent charge in 45 minutes.²

The standard-range battery in the Mustang Mach-E is estimated to charge an average of 91 km (56 miles) in 10 minutes for RWD and 85 km (52 miles) for AWD models,¹ with a 10percent to 80 per cent charge in 38 minutes.²

Mustang Mach-E’s targeted pure-electric driving range of up to 600 km (more than 370 miles) according to the World Harmonised Light Vehicle Test Procedure (WLTP) will help ensure customers can undertake longer journeys confidently.

In Europe, Mustang Mach-E vehicles will be backed by the industry-leading FordCharging Solutions ecosystem that will deliver seamless, integrated access to charging at home and across Europe.

Earlier this year, Ford of Europe President Stuart Rowley called on governments, industries and institutions to support the push for electrification with faster expansion of public charging infrastructures. At the same time, the company committed to and is progressing plans to introduce 1,000 charging stations at Ford facilities across Europe during the next three years to make charging simple and convenient for employees.

The all-electric Mustang Mach-E spearheads a rapidly expanding Ford electrified vehicle range and is one of 18 new electrified vehicles the company is introducing to Europe before the end of 2021.

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¹ Targeted range and charge time based on manufacturer tested values and calculation according to the WLTP drive cycle. Estimated miles added are based on the first 10 minutes of charging, beginning when the vehicle begins receiving charge.

Officially homologated energy efficiency figures will be published closer to on-sale date. The charging rate decreases as battery reaches full capacity. Your results may vary based on peak charging times and battery state of charge. Actual vehicle range varies with conditions such as external elements, driving behaviours, vehicle maintenance, and lithium-ion battery age and state of health.

² Charge time based on manufacturer tests. The charging rate decreases as battery reaches full capacity. Your results may vary based on peak charging times and battery state of charge.

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. Light Duty Vehicle type-approved using the World Harmonised Light Vehicle Test Procedure (WLTP) will have fuel/energy consumption and CO₂-emission information for New European Drive Cycle (NEDC) and WLTP. WLTP will fully replace the NEDC latest by the end of the year 2020. The applied standard test procedures enable comparison between different vehicle types and different manufacturers. 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, so the same car might have different fuel consumption and CO₂ emissions.