



Press Kit

All-New TF Ford Kuga a Smart SUV

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All-New Ford Kuga a Smart SUV

- All-new Ford Kuga SUV delivers a range of smart technologies, fuel efficiency and safety
- Segment-first hands-free tailgate and segment-first Emergency Assistance
- Intelligent All-Wheel Drive system and Torque Vectoring Control, help deliver refined and safe handling

MELBOURNE, 20 Mar., 2013 – The all-new Ford Kuga is set to shatter the myth that an SUV cannot be efficient, safe, high-tech and capable all at once.

Ford's newest SUV arrival is the centrepiece of the company's strategy to expand into one of the fastest-growing segments by offering high levels of fuel efficiency and safety, as well as segment-leading smart technologies and a surprising array of standard features.

These smart technologies, include:

- Segment-first voice-activated Ford SYNC connectivity with segment-first Emergency Assistance
- Ford's 'intelligent' All-Wheel Drive system, including exclusive Torque Vectoring Control
- Hands-free tailgate
- Standard EcoBoost petrol engine and proven TDCi turbo-diesel

The all-new Ford Kuga also delivers smart pricing. The front-wheel drive Ford Kuga Ambiente six-speed manual comes to market with a price point below \$28,000.

"We're signalling to the medium SUV market that the all-new Ford Kuga is a serious contender with the front-wheel-drive Ambiente model from \$27,990* (*Manufacturer's List Price)," according to David Katic, General Manager, Marketing, Ford Australia.

"Customers today are chasing value-for-money and the Ford Kuga delivers," he said.

"With three models to choose from – Ambiente, Trend and Titanium – and the availability of either the standard EcoBoost petrol engine or optional turbo-diesel engine on Trend and Titanium, customers now have an even better reason to put the Ford Kuga on their shopping lists."

With the addition of the segment-first Emergency Assistance technology, the Ford Kuga brings some remarkable new features and capability to the crowded medium SUV market.

“The Ford Kuga is the first Ford vehicle in Australia to feature Emergency Assistance across the range,” Katic said. “This technology has already proven a life-saver in North America. It provides our Ford Kuga customers with peace of mind.”

The Ford SYNC-based Emergency Assistance system uses the driver’s own mobile phone and runs in the background once the phone is properly paired with SYNC.

Upon detecting airbag deployment or activation of the emergency fuel shut-off within the car, Emergency Assist uses the on-board GPS locator and Bluetooth-paired device to institute an emergency call and can provide GPS co-ordinates to the emergency services.

The Ford Kuga also introduces for the first time Digital Audio Broadcasting (DAB) radio on Trend and Titanium models. The Ford Kuga is the first Ford Australia vehicle to feature this as standard on its premium models.

Apart from a range of new features and enhanced driving ability, the Ford Kuga has much improved packaging and more interior space, which has been achieved with the same 2690mm wheelbase as the previous model.

The new SUV is:	81 mm longer	(4524 mm versus 4443 mm)
	4 mm narrower	(1838 mm versus 1842 mm)
	8 mm lower	(1702 mm versus 1710 mm)

Much of the added space in the Ford Kuga has been devoted to the rear passenger compartment and luggage area to ensure the SUV is a complete family vehicle during the week and has room enough to be a spacious lifestyle getaway vehicle at weekends.

‘Intelligent’ All-Wheel Drive

In the all-new Ford Kuga, the ‘intelligent’ All-Wheel Drive system pre-emptively reassesses conditions 20 times faster than it takes to blink an eye, readjusting the AWD power split to give the driver the best blend of handling and traction.

The primary goal of the AWD system at low speeds is traction; at speeds above 30 km/h the AWD system is tuned to improve driving feel, handling and responses. A unique cluster display shows drivers the torque demand of each wheel at any moment.

Dynamics and cornering control are improved by the introduction of the enhanced Torque Vectoring Control system developed with the Focus RS and launched in the Focus. This helps to deliver Ford’s fun-to-drive DNA by applying a small amount of braking to inside wheels to assist drivers through bends.

Innovation inside and out

The stylish new Ford Kuga offers space for more luggage and a luggage compartment that can be accessed more easily.

Ford’s hands-free tailgate can be opened or closed simply by a kicking motion beneath the rear bumper to either open or close the powered tailgate; and all-new Ford Kuga offers 46-litres more luggage compartment-space than the current model, while the rear seats fold flat in one movement.

The rear seat backs also recline over a 10-degree range, allowing rear seat passengers to set their seatback to the exact position they want.

The volume of road noise and wind noise audible has been significantly reduced compared with the current Ford Kuga to help deliver one of the quietest cabins in the segment. Improvements were delivered following the innovative use of elliptical acoustic mirrors to measure exterior elements that can influence the noise and vibration inside the car.

From the initial design, the new Ford Kuga was engineered to be as visually appealing up close as it is from a distance with spaces between panels no wider than 0.5mm. The craftsmanship inside emphasises touch and feel through use of a soft instrument panel and soft upper door panels.

Particular attention was paid to deleting exposed fasteners on moving parts like the tailgate, sun visors and glove box. The Ford Kuga also features an opening, electric panoramic glass roof on the Titanium model.

“The Ford Kuga’s styling and purpose has evolved to incorporate more space, a more precise execution and a higher quality feel,” Katic said.

All-new Ford Kuga will launch with a global colour called Ginger Ale, a subtle green hue to reflect its active outdoor capabilities, with rich, sophisticated tones to harmonise with the slick urban environment where many models will find a home.

Engineered for outstanding safety

To ensure the highest safety levels, Ford conducted more than 5,000 virtual and real-world crash tests on the new Ford Kuga, which has helped deliver a maximum 5-star crash test rating by both EuroNCAP and the Australasian New Car Assessment Program (ANCAP).

The Ford Kuga is immensely strong, with more than 30 per cent of the body structure made up of high and ultra-high strength steels.

Ford engineers made extensive use of these ultra-high strength steels in the body structure and a specially-designed ring reinforcement around the panoramic glass roof on the Titanium to ensure rigidity and strength.

“This helps the Ford Kuga become an even safer car for families – it’s the smart choice,” Katic said.

EuroNCAP, an independent vehicle safety organisation, has also awarded the Ford Kuga an Advanced reward for Ford SYNC with Emergency Assistance.

Apart from a rigid safety cell, the Ford Kuga a comprehensive list of active and passive safety features are available, including seven airbags (including driver’s knee airbag), Dynamic Stability Control with ABS, Trailer Stability Function and Hill Launch Assist, Brake Assist and rear parking sensors.

Further driver-assistance technologies are available in the Ford Kuga as part of an optional \$2,650 Technology Pack on the Trend and Titanium models. The Technology Pack includes:

- Active City Stop

- Adaptive Cruise Control
- Blind Spot Information System
- Lane Keeping Aid
- Lane Departure Warning
- Auto High Beam Control
- Driver Impairment Monitor

The Ford Kuga Titanium also comes with standard Active Park Assist.

Fuel efficiency

The new Ford Kuga will deliver exceptional fuel economy through significantly improved fuel efficiency from a powertrain line-up that, for the first time in Australia, includes a 1.6-litre EcoBoost engine as standard.

The powertrain choices are:

- 1.6-litre EcoBoost engine
- 2.0-litre Duratorq turbo-diesel

In the Ford Kuga, petrol engine fuel consumption has been reduced by 25 per cent and diesel engine fuel consumption by 10 per cent, compared to the previous-generation Ford Kuga.

The new 1.6-litre EcoBoost petrol engine is available in two states of tune – 110 kW / 240 Nm and 134 kW / 240 Nm. All petrol-engine Ford Kugas also have Active Grille Shutters to aide fuel efficiency at highway speeds.

The Ford Kuga also introduces fuel efficient Stop / Start technology. This smart technology is available in the six-speed manual-only Ambiente model, with the 110 kW 1.6-litre EcoBoost engine.

A more powerful version of this engine, developing 134 kW, is available in all-wheel drive Ambiente, Trend and Titanium models.

The 110 kW EcoBoost engine is a true fuel miser, achieving a combined fuel efficiency figure of 6.7 litres / 100km (ADR 81/02¹).

The higher output 134 kW EcoBoost engine achieves a combined fuel economy figure of 7.7 litres / 100km (Ambiente AWD) and 8.0 litres / 100km (Trend and Titanium AWD).

To assist fuel efficiency on the petrol models, Ford's Active Grille Shutter is employed on the 1.6-litre petrol models to reduce drag and increase fuel efficiency.

Apart from the 1.6-litre EcoBoost petrol engine, customers will also be able to specify Ford's proven 2.0-litre Duratorq turbo-diesel, which develops 120 kW and 340 Nm.

The 2.0-litre TDCi engine delivers a combined fuel economy figure of 6.3 litres / 100km (Trend) and 6.4 litres / 100km (Titanium) and a CO₂ figure of 166 g/km (Trend) and 168 g/km (Titanium).

With the arrival of the 1.6-litre EcoBoost engine, Ford's proven EcoBoost technology is now available not only in the Ford Kuga, but Focus ST, Mondeo and Falcon.

Engine	1.6L GTDi (EcoBoost petrol)	2.0L TDCi (Turbo Diesel)
Transmission	6-speed manual (Ambiente FWD only) Or 6-speed automatic with Sport Mode	6-speed PowerShift automatic With Sport Mode
Maximum Power	110 kW (FWD manual) 134 kW (AWD automatic)	120 kW (AWD auto)
Maximum Torque	240 Nm	340 Nm
Recommended fuel	95-98 RON* *91 RON compatible but for optimal performance 95-98 RON unleaded petrol is recommended	Diesel
Emissions	Euro V	Euro V
Auto Stop-Start	Only with FWD Manual	N/A
Driven Wheels	FWD (Ambiente manual only) Or AWD	AWD

Fuel consumption	1.6 L GTDi		2.0L TDCi	
	Ambiente	Trend/Titanium	Trend	Titanium
Urban (L/100km)	8.4 (MT) 10.2 (AT)	10.7	7.5	7.7
Extra Urban (L/100km)	5.7 (MT) 6.3 (AT)	6.5	5.6	5.7
Combined (L/100km)	6.7 (MT) 7.7 (AT)	8.0	6.3	6.4
CO ₂ (gm/100km)	157 (MT) 179 (AT)	186	166	168

Clever spaces

The all-new Ford Kuga features several places to store specific items in the interior including umbrellas, bottles and cell phones.

Unique storage spots include:

- Overhead visors with ticket holders for parking or toll tickets
- Hidden storage bin under the second-row floor
- Small umbrella holders on both driver and passenger seat trim panels
- A card holder below and a storage bin above the centre of the instrument panel
- Centre console space to hold a one-litre bottle, MP3 player or CDs
- Convenient USB ports in the centre console and 3 x 12-volt power outlets (front and back of centre console and rear luggage area)

Design

The all-new Ford Kuga first surfaced as the Vertrek concept car, a showcase SUV that offered a dynamic, all-inclusive solution to what customers around the globe were demanding in a medium-size SUV.

There were several key elements that customers in North America, Europe and Asia-Pacific expected of a medium SUV. They include engaging design, outstanding fuel efficiency and smart technologies wrapped in a right-sized package that supports an active lifestyle.

Overwhelmingly, consumers were very clear about what they wanted – strong design, great driving quality, smart technology and the capability to get to their favourite weekend recreation areas.

Importantly, the Vertrek concept showcased the cargo-carrying capability that customers now expect, but added a level of craftsmanship and quality often lost in medium SUVs.

The Vertrek concept blended capability, great design and craftsmanship and this has carried over to the production version of the Ford Kuga.

Importantly too, the Vertrek showcased a broad suite of customer-focused Ford technologies, many of which have migrated across to the Ford Kuga. Among these are SYNC connectivity, Active Park Assist, Blind Spot Information System and Keyless Entry with push-button start.

New Colours

In Australia, the new Ford Kuga will be available in seven colours, including a new hero colour, Ginger Ale. The colour palette is:

- Frozen White
- Panther Black
- Ink Blue
- Moondust Silver
- Burnished Glow

- Ginger Ale
- Sterling Grey

myFord Capped Price Servicing

Like all new Fords, the Ford Kuga will be available with myFord Capped Price Servicing, offering customers the security of knowing how much their vehicle will cost to service.

Ford Kuga Manufacturer's List Pricing*

Model	Drivetrain	Engine	MLP*
Ambiente	FWD manual	1.6-litre EcoBoost	\$27,990
Ambiente	AWD automatic	1.6-litre EcoBoost	\$31,490
² Trend	AWD automatic	1.6-litre EcoBoost	\$36,240
² Trend	AWD automatic	2.0-litre TDCi	\$39,240
² Titanium	AWD automatic	1.6-litre EcoBoost	\$44,740
² Titanium	AWD automatic	2.0-litre TDCi	\$47,740

Options – Trend and Titanium	
	² TechnologyPack \$2,650 <ul style="list-style-type: none"> • Active City Stop • Adaptive Cruise Control • Blind Spot Information System • Lane Keeping Aid • Lane Departure Warning • Auto High Beam Control • Driver Impairment Monitor
	Prestige Paint \$385

* This is the manufacturer's list price for the **vehicle only**. A number of other components, including a dealer delivery fee, stamp duty, registration, compulsory third party (CTP) insurance and other statutory charges may be payable by a customer in relation to the purchase of this vehicle. As a manufacturer, Ford is not able to quantify the amount of these charges as they vary depending on a range of factors and individual circumstances, including the Ford Dealer the customer purchases the vehicle from, the State or Territory where that customer purchases the vehicle and the customer's age, driving record and other personal factors. The final transaction price for the vehicle will be as negotiated by the customer with their chosen Ford Dealer.

¹All fuel consumption figures are from officially approved tests in accordance with ADR81/02. Fuel economy figures quoted are based on the combined cycle according to ADR81/02 and might differ from fuel economy drive cycle results in other regions of the world.

²Technology Pack available on Trend and Titanium

³Fleet less than 5 vehicles

⁴Further details of myFord Capped Price Servicing are available at www.ford.com.au

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About Ford Motor Company

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TF FORD KUGA: KEY FEATURES AT A GLANCE

Ambiente – Front Wheel Drive

Bodystyle

- 5-door medium SUV

Mechanical

- EcoBoost 110kW / 240 Nm 1.6-litre GTDi petrol engine
- 6-speed manual transmission
- Engine idle Stop/Start function
- Control Blade independent rear suspension
- Electric Power Assisted Steering (EPAS)
- Z-Shaped mechanical handbrake
- Smart regenerative charging
- Active Grille Radiator Shutters (petrol models only)

Exterior

- 17-inch x 7.5-inch steel wheels with 235/55 R17 tyres
- Body coloured door and liftgate handles
- Body coloured mirrors
- Front and rear lower bumper skid plates (silver appearance)
- Front and rear foglights
- Heated electric side mirrors with side indicators
- Rear spoiler
- Dual exhausts with stainless steel finisher
- Halogen headlights (with manual levelling)
- Mini spare wheel

Interior

- Anti-allergic interior components
- Cloth trim sports seats (V-shape)
- 6-way manual adjustable driver seat
- 4-way manual adjustable front passenger seat
- 4-spoke leather wrapped steering wheel
- Height and reach adjustable steering column
- Driver and front passenger illuminated vanity mirror
- Overhead console with map reading lamps and sunglasses holder
- Footwell lights
- Illuminated glove box and cargo area light
- Rear armrest with two cupholders
- Flat loading rear cargo floor
- Rear cargo tonneau cover
- Rear cargo security panel (Ambiente only)
- 60/40 split rear seats fold flat floor / partial recline function

Comfort and Convenience

- Keyless 'Ford Power' start button (start/stop push button)
- Steering wheel mounted audio / cruise controls
- Air conditioning (manual controls)
- Cruise control with Auto Speed Limit Device
- Trip computer
- Power one shot up / down front / rear windows with global open / close
- Variable interval intermittent front wipers

- Ford EasyFuel capless refuelling system
- 12 volt power outlets x 3 – cargo area, console and second row

Audio and Connectivity

- SYNC in-car connectivity with Voice Control
- Single CD audio system (USB / iPod compatible)
- 3.5" mono TFT screen
- Bluetooth® mobile phone integration
- Steering wheel-mounted audio controls
- 6 speakers
- 1 x USB port, 1 x 3.5mm AUX port

Safety and Security

- Emergency Assistance
- Dynamic Stability Control with ABS, Roll Over Mitigation, Hill-Launch Assist, Disc brakes with Emergency Brake Assist, Trailer Stability Function
- Electronic Brake Assist
- Single stage driver and front passenger airbags
- Side Curtain Airbags (front and second row)
- Side front thorax and pelvis airbags
- Driver's knee airbag
- Seat belt minder (front and rear)

Ambiente – All-Wheel Drive

Features additional to Ambiente FWD

Mechanical

- EcoBoost 134 kW / 240 Nm 1.6-litre GTDi petrol engine
- 6-speed SelectShift automatic (All-Wheel Drive)

Trend - All-Wheel Drive

Features additional to Ambiente

Mechanical

- EcoBoost 134 kW / 240 Nm 1.6-litre GTDi petrol engine
- TDCi 120 kW / 340 Nm 2.0-litre turbo diesel (optional)
- 6-speed SelectShift automatic (1.6 AWD)
- 6-speed Powershift automatic (2.0 AWD)

Exterior

- 18-inch x 7.5-inch alloy wheels with 235/50 R18 tyres (ILO of 17-inch steel wheels)
- Roof rails (silver)

Interior

- Seats - leather inserts
- 10-way power adjustable driver's seat
- Leather gear shifter
- Electrochromatic rear view mirror

Comfort and Convenience

- Dual zone climate control
- Automatic headlights
- Rain sensing wipers
- Rear compartment air ducts to second row
- Follow-me-home lighting
- Privacy glass (rear of B-pillar)

Audio and Connectivity

- 4.2" colour TFT screen (ILO of 3.5" mono screen)
- Sony single CD audio system with SYNC in-car connectivity with Voice Control (USB / iPod compatible)
- 9-speakers (ILO of 6 speakers)
- Digital Audio Broadcast (DAB) radio

(Technology Pack – Optional on Trend & Titanium)

- Active City Stop (low speed collision mitigation by braking)
- Adaptive Cruise Control
- Blind Spot Information System
- Lane Keeping Aid
- Lane Departure Warning
- Auto High-Beam Control
- Driver Impairment Monitor

Titanium – All-Wheel drive

Features additional to the Trend

Exterior

- 19-inch x 8-inch alloy wheels with 235/45 R19 tyres (ILO of 18-inch alloy)
- Power opening panorama glass roof
- Bi-xenon headlights with automatic levelling and headlight jet wash
- Front LED daytime running lights
- Rear LED tail-lights
- Power folding mirrors with approach lights (ILO of power mirrors only)
- Hands-free power tailgate
- Front parking sensors

Interior

- Seats –leather inserts and bolsters (ILO of leather inserts only)
- Ambient lighting with multi-colour-LEDs
- Heated front seats with variable heating controls
- Tables on front seatbacks
- 6-way manual adjustable front passenger seat
- Stainless steel front door scuff plates
- Front and rear floor mats

Comfort and Convenience

- Key-free entry and start
- Active Park Assist
- Satellite navigation

Audio and Connectivity

- 5" colour TFT screen (ILO of 4.2" colour screen)
- Satellite navigation

Safety and Security

- Rear view camera
- AdvanceTrac Roll Stability Control (more advanced version of Roll Over Mitigation with additional sensors / Hill Launch Assist and Trailer Stability Function)

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Emergency Assistance A Ford First For Australia In All-New Ford Kuga

- Emergency Assistance can help connect vehicle occupants with emergency services following an accident, providing vehicle location and open line communication
- SYNC Emergency Assistance technology is already available in more than 5 million Ford vehicles globally
- The all-new Ford Kuga is the only new car available in Australia featuring Emergency Assistance smart technology

ADELAIDE, 16 Apr, 2013 – The all-new Ford Kuga will be the only compact SUV in Australia to offer a potentially life-saving Emergency Assistance system when it goes on sale from May 1.

Emergency Assistance is a vehicle-based, no-cost, non-subscription call-for-help system that is already available in more than 5 million Ford vehicles globally, providing owners peace of mind when travelling.

“We’re really excited about this technology as it provides real peace of mind for our customers,” according to Ford Australia President and CEO, Bob Graziano. Emergency Assistance works by delivering a critical voice message directly to 000 operators, indicating that a vehicle has been involved in an accident in which the airbags have been deployed and opens the line for hands-free communication.

“Ford’s Emergency Assistance system has already proved itself as a life-saver in other parts of the world and we expect our customers here to appreciate this level of reassuring in-car connectivity,” Graziano said.

The Emergency Assistance system was built on SYNC, Ford’s customer-focused connectivity technology. SYNC is Ford’s voice-activated hands-free-in-car communications and entertainment system for mobile phones and digital media players that allows the driver to make and receive calls and play music from digital devices.

“Since 911 Assist (SYNC’s North American version of Emergency Assistance) was launched in 2008, we have heard many remarkable stories about how the technology made a difference for people in their time of need,” Graziano said.

“Australians love their SUVs and recreation activities so we think SYNC Emergency Assistance will resonate particularly well with our Ford Kuga customers.”

Ford’s Director Europe and Asia Pacific, Connect Services, Ed Pleet, said Australia was the first country in the Ford Asia-Pacific region to announce Emergency Assistance.

“We are constantly working on new innovations to provide Australian customers with the latest smart features and Emergency Assistance certainly raises the bar on in-car technology and connectivity in Australia,” he said.

How it works

Emergency Assistance delivers a critical voice message directly to 000 operators, indicating that a vehicle has been involved in an accident in which the vehicle's airbags have been deployed and opens the line for hands-free communication.

The Ford SYNC Emergency Assistance system uses the driver's own mobile phone via Bluetooth®* and runs in the background once the phone is properly paired with SYNC and is within mobile phone range.

After the one-time setup, the phone connects with SYNC every time the driver enters the vehicle with his or her phone and the phone is turned on and Bluetooth®* is activated.

Should an accident occur in which an airbag deploys or the emergency fuel pump shutoff is activated, the feature uses SYNC hands-free phone capabilities to connect the driver directly with a 000 operator through the paired phone.

Before initiating the 000 emergency call, the vehicle's SYNC system will provide a 10-second window to allow the driver or passenger to decide whether to cancel the call. If not manually cancelled within the 10-second window, SYNC will place the 000 emergency call.

If an accident occurs while a connected phone is being used for a normal call, the Emergency Assistance system can end that call and dial the emergency services. Also, incoming phone calls will not interrupt communication between vehicle occupants and the 000 operator.

Once the call is established, occupants can leave the vehicle and stay connected with the 000 operator by taking the phone with them as they move away.

Should an occupant not be able to communicate with the 000 operator, an introductory message tells the emergency operator that an accident has occurred and the system can provide GPS location digits in the voice message if needed.

The extent to which users have to maintain SYNC Emergency Assistance is limited to the one-time setup. There are no additional costs or subscriptions associated with the service.

A prompt occurs the first time a phone is paired with the system that asks if the owner wants to set SYNC Emergency Assistance for all paired phones. Once turned on, it remains that way unless the customer decides to turn the feature off.

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All-New Ford Kuga Achieves 5-Star Crash Rating

- Five-star rating confirms the structural excellence of Ford's global C-Car platform, shared with the Focus sedan and hatch
- Ford Kuga also received EuroNCAP's 2012 Reward for its Emergency Assistance system

ADELAIDE, 16 Apr., 2013 –The all-new Ford Kuga has earned a maximum five-star crash safety rating in the latest European New Car Assessment Program (Euro NCAP) and the Australian New Car Assessment Program (ANCAP).

The Ford Kuga has also received EuroNCAP's 2012 Reward for its Emergency Assistance system, which is available across the range.

The Ford Kuga also excelled in the adult, child occupant and pedestrian safety categories.

ANCAP's five-star safety award for new Ford Kuga confirms the structural excellence of Ford's global C-Car platform, shared with the Focus sedan and hatch in Australia.

The all-new Ford Kuga, which goes on sale in Australia from May 1, is engineered to meet or exceed safety standards around the world and has been crash-tested 5,000 times in both virtual and real-world crash tests to ensure the best possible protection for occupants of various ages and sizes.

From the outset Ford engineers were committed to design and engineer the all-new Ford Kuga so that it was a leader in terms of technology and safety.

The inherent strength of the SUV is due to an immensely strong body and the extensive use of high-strength steels.

Like the Focus, the Ford Kuga's body shell is made of high-strength steels, including ultra-tough boron steel. Boron features in the A-pillars, B-pillars, rocker panels and door reinforcement beams to create an extremely rigid, crush-resistant passenger cell.

Meanwhile, high-strength steel is used in the integrated door opening reinforcement rings and door load paths to provide excellent protection from side impacts.

New Ford Kuga also features a patented front chassis subframe, which de-couples during severe frontal impacts, avoiding deformation in the passenger cell footwell area. Pedestrian protection has been boosted by the addition of a "soft" cowl design in the front body structure and the windscreen wiper system has been designed to help reduce pedestrian injury risks.

Intelligent Protection

New Ford Kuga is equipped with Ford's Intelligent Protection System (IPS) restraint system that

includes next-generation front airbags for the driver and front passenger, as well as unique side airbags complete with shoulder vents that stay open and reduce pressure for smaller occupants.

A 'horizontal stroking' steering column reduces loads on head and chest as it collapses and retracts away from the driver in high-speed frontal impacts. Both front seats are fitted with more effective retractor pre-tensioners, along with belt load limiters. Rear seat passengers are protected by three-point seat belts.

To check out the latest crash test results go to: www.ancap.com.au & www.euroncap.com

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All-New Ford Kuga All-Wheel-Drive System Thinks Faster and Improves Handling

- During snowy and/or wet conditions, which cause wheels to slip, the intelligent all-wheel-drive system on the all-new Ford Kuga can send up to 100 per cent of the vehicle's power to the front or rear wheels to better grip the road
- The Ford-developed software behind the intelligent all-wheel-drive system reassesses conditions about 20 times faster than the blink of an eye, providing a precise blend of handling and traction
- The all-wheel-drive system seeks to correct understeer and oversteer more quickly and improves traction and handling, providing appropriate front-to-rear torque at all times

ADELAIDE, 16 Apr., 2013 – Whether it's muddy gravel roads in Outback Australia or snow-covered alpine passes, the all-new Ford Kuga's all-wheel-drive system offers drivers extra traction in slippery and snow-ridden conditions.

Advanced Ford-developed software behind the new Ford Kuga's intelligent all-wheel-drive system pre-emptively reassesses conditions about 20 times faster than it takes to blink an eye, readjusting the power split to give the driver the precise blend of handling and traction at all times.

If, for example, the front of the vehicle is on ice and the rear is on pavement, the all-wheel-drive system can send all the torque the powertrain can produce to the rear, putting power where the driver needs it.

It is a very robust system, tested and tuned around the world in varied conditions.

Using advanced software and sensors, the system gathers data from 25 external signals, including wheel speed, accelerator pedal position and steering wheel angle, to deliver outstanding driving performance in both wet and dry conditions as well as excellent off-road traction.

Greater confidence when entering and driving through turns is enabled by technologies like Torque Vectoring Control, which is available together with the AWD system for the first time in a Ford SUV.

Splitting the torque

The all-wheel drive system pre-emptively splits the torque produced by the powertrain between the front and rear axles. Splitting the torque offers several benefits to the driver.

First, it transfers the power, which means when a driver corners hard, the vehicle will better follow the intended steering path. For example, if the vehicle is understeering – the tendency to go straight when cornering – the system will automatically split more torque to the rear wheels to help counteract that effect and provide more neutral steering.

Second, and new to this all-new SUV, are feedback sensors and software that calculate – based on the driver’s steering angle – where the driver wants to go versus where the vehicle is heading, and adjust the torque split accordingly.

An advanced computer uses all the inputs from an array of sensors and data – such as lateral acceleration, driver-demanded torque and steering angle – and processes that information to get the vehicle to turn in the direction the driver wants it to go. The Ford system builds on the pre-emptive actions by adding and subtracting torque as needed through an electromagnetic clutch.

All of these adjustments, corrections and calculations are made every 16 milliseconds, which is about 20 times faster than the blink of an eye.

Both the brains (the control software) and the brawn (the rear axle) were developed in-house by Ford.

The driver can see the power distribution displayed on a screen inside the dash.

The system faced rigorous testing from the mountains of New Zealand to the California desert. Testing included snowy conditions, long mountain passes, extended hill climbs and high-temperature, off-road environments.

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All-New Ford Kuga's hands-free Tailgate Tested in Range of Duties

- The hands-free tailgate available on the all-new Ford Kuga Titanium* faced extreme testing in dozens of scenarios to ensure it would not open unprompted
- Ford and its supplier, Brose, tested the sensors that control the tailgate in heavy rains, carwashes and against running dogs, rolling balls and shopping carts
- Sensors are programmed to open only with leg motion in conjunction with detection of the key fob, which breaks a miniature electrical field alerting the system to respond

ADELAIDE, 16 Apr., 2013 – The hands-free tailgate available on the all-new Ford Kuga Titanium* faced torrential downpours, dogs and bouncing balls among other tests to make sure the back end only opens when the customer wants.

A gentle kicking motion under the centre of the rear bumper activates, unlocks and raises the tailgate when the driver has the Ford Kuga Titanium key fob in their hand, pocket or bag. This allows quick and easy access to the luggage area without needing to set down packages or dig around for keys. The same motion closes the tailgate.

The system safeguards against accidental openings by being programmed to open with leg motion and the breaking of a miniature electric field – not when a ball rolls under the car or when the vehicle hits a bump on the road.

The system was tested in various settings, including at minus 40 degrees Celsius in the company's climate chamber in Germany to freeze the bumper. The Ford Kuga's tailgate passed with flying colours. There were no unintended openings, and it still opened when the test subject needed it to.

Ford and system supplier Brose tested the Ford Kuga in numerous environmental conditions ranging from extreme cold snow to high heat and monsoon-like rain.

Rigorous real-life testing perfected the required kick and ensured there was no interference with other systems.

Errant balls and shopping carts

Besides Mother Nature, the system was also tested numerous times against errant shopping carts hitting the rear of the Ford Kuga, a bouncing basketball going under the tailgate, a dog running underneath the bumper and someone polishing the rear bumper. None of these scenarios caused the tailgate to open.

The system was designed to be robust, being able to detect a kicking motion without deploying when other scenarios occur, which ensure customers can be confident in the technology.

In fact, Ford engineers even employed individuals passing by on the street near Ford's global headquarters in Dearborn, Michigan, to help the calibration process by providing "sample kicks".

The secret lies within how the software is calibrated, according to engineers who designed the system. The sensors, located between the vehicles exhausts, detect both the shin and kicking motion of the key holder. The combination of that motion and the signals sent between the vehicle and the key fob activates the system.

The development team also spent six months working with Ford's Human Machine Interface (HMI) laboratory, using volunteers to test prototype systems fitted to a previous-generation Ford Kuga.

The hands-free tailgate builds on Ford's Keyless push-button start. It allows customers, who have their key on their person, to unlock and start their vehicles without having to take it out of their pocket or bag.

Two sensors in the rear bumper detect a person's shin and kicking motion. The system safeguards against accidental opening by being programmed to open with leg motions – not when an animal runs under the car or when the vehicle hits a bump on the road.

**Feature will not operate when fitted with a tow-pack.*

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Innovative New Seats Developed For All-New Ford Kuga

- The slimmer, lighter seats in the all-new Ford Kuga are one part of the overall weight reduction package in the vehicle, contributing to Ford's goal to be the fuel economy leader
- Ford's "Dr Derriere" Mike Kolich and his global seating comfort team use a unique seat carousel and a mannequin with an articulated back to help achieve industry-leading seat satisfaction
- The team studies seats from other industries, including high-end office chairs, in the quest to develop even smaller and lighter seats

ADELAIDE, 16 Apr., 2013 – As drivers face longer commutes in Australia's major metropolitan cities as well as other cities around the world, Ford engineers are aware that in-car comfort is becoming a critical consideration in the purchase process.

In recognition of this, Ford's leading seat engineers, with the help of the Australian seat design team at Ford Australia, lead by Carl Manester, have crafted smaller and lighter, yet more comfortable and supportive seats for the all-new Ford Kuga.

These new seats are not only more comfortable but also help deliver improved fuel efficiency because of their part in the overall reduction in vehicle weight.

"People are spending more time in their vehicles and continually touch the seats, which is why it has become increasingly important to ensure their seat is both comfortable and supportive," Ford seat comfort engineer Mike Kolich, better known inside the company as "Dr Derriere".

"We are designing our seats so when drivers and passengers arrive at their destinations, they are relaxed and ready to go."

Kolich is a member of the global seating team that was established in 2005 to bring the development of industry-leading seats in-house at Ford. The team creates seats that meet the safety, quality, functionality, design and packaging requirements of Ford's global vehicles while ensuring drivers and passengers are comfortable whether they are in Detroit, Paris, Sydney, Rio de Janeiro or Beijing.

The all-new Ford Kuga is the first Ford vehicle with a seat architecture specifically designed to conform to the Ford seat DNA. The DNA is a set of quantifiable measurements for each system in a new vehicle designed to provide a consistent feel across all Ford vehicles, including those in Australia.

When the global team of engineers from Ford studied customer data in each region, they learned that many of their old assumptions about seats were wrong.

“We used to think Europeans liked aggressively shaped seats with firm cushions while Americans preferred flat, cushy seats,” Kolich said. “The reality is that regardless of the size and shape of a driver’s backside, they tend to value roughly the same characteristics when it comes to comfort.”

European drivers actually wanted somewhat more cushioning than previously thought while Americans wanted better support.

After running thousands of tests with drivers and passengers around the world in the lab and in vehicles, the team was able to quantify a set of common standards that would provide more comfort no matter where people drive a Ford vehicle.

With the comfort requirements established, the challenge was to build seats that hold occupants in place, increase interior roominess and contribute to the goal of reducing vehicle weight.

Subtle, yet significant changes

Many of the changes to the new seats aren’t readily apparent to casual observers. One of the elements of the Ford seat DNA covers the contour of the seat back. When viewed from above, other seat backs typically have a U-shape, where the main central portion of the cushion is flat, with side bolsters emerging from the outer edges.

A driver with a torso that is the same width as the seat would be properly restrained during cornering manoeuvres. However, a thinner driver could find him or herself sliding toward the outer bolster when going around a curve or just positioned too far to one side or the other.

The all-new Ford Kuga seats feature a V-shape contour that self-centres the driver much as a ball rolling down a V-shaped groove will tend to settle toward the centre. Whatever the size or shape of the driver in the Ford Kuga, that person will find him or herself centred in front of the steering wheel and instrument panel and properly positioned relative to the airbags in the event of a crash.

Objective evaluation of every seat design is conducted in a dedicated lab at Ford’s Product Development Centre in the United States. An industry-standard mannequin dubbed “Oscar” is used in conjunction with state-of-the-art co-ordinate measuring machines to measure the space around the seat with bodies of various sizes. The three-dimensional coordinate data are analysed and fed back to the computer models used as part of the vehicle development process including crash simulation.

Ford is advancing its seat technology to help alleviate back pain by using a newer mannequin that features a three-segment articulated back.

The current OSCAR dummy was originally developed in the 1950s with a one-piece back. The new dummy more closely replicates the human body and enables Ford engineers to collect more detailed data about pressure points on the back that ultimately lead to seats that provide better support where it’s needed. Ford is among the first automakers to use this new mannequin.

Even with all of the quantitative data being collected, eventually the engineers have to put butts in seats. Blind comfort evaluations are conducted using a turntable with five different seats mounted on it. Testers sit down on the seat, give a subjective rating, and then the turntable rotates to bring the next seat around.

Comfort beyond the car

While working on the seats for the all-new Ford Kuga, Kolich studied dozens of chairs used outside of the automotive industry for ideas about what makes a comfortable throne.

“The office chair industry is one of the major industries we’re looking at in terms of construction, materials and durability,” he said. “If you look at the advancements in office chairs from the 1960s – when luxury meant big, puffy cushions – to where they are now, with thin, ergonomic chairs that still feel luxurious, it’s definitely a major change in the way seats are designed.”

The Ford Kuga hasn’t been fitted with anything like those modern, high-end office chairs yet – future vehicles will get even slimmer seats – but slimmer seat backs and optimised cushions contribute to increased foot and knee room for rear seat passengers.

By using the same computer simulation tools available to crash safety engineers, the team has developed an award-winning, world-class front seat structure architecture that is 10 per cent lighter while meeting global requirements and providing enhanced functionality.

These achievements are enabled by use of high-strength steels, laser welding, intelligent part integration, targeted use of engineered plastics and detailed structural-section analyses. This work has resulted in seven Ford-exclusive patent applications to date.

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Eclectic Mix Helps Engineers Perfect the Sound Stage Inside the All-New Ford Kuga

- Ford audio engineers listened to snippets of music – from classical piano to rock to rap – to tune the audio system in the all-new Ford Kuga
- The acoustics inside the vehicle strive for concert-hall quality
- Rihanna, Johnny Cash, Lou Reed, PJ Harvey and Eminem make the playlist for the all-new Ford Kuga

ADELAIDE, 16 Apr, 2013 – What do Stevie Ray Vaughn’s tube amp, Suzanne Vega’s lip smack and Rihanna’s voice have in common?

Recordings of these sounds were all used to help audio engineers set the sound stage inside the all-new Ford Kuga.

The “buzz” in Stevie Ray Vaughn’s cover of the Jimi Hendrix classic “Little Wing” is from a single-coil pickup amplified by tubes. Ford audio engineers used this recording to evaluate tonal balance, ensure quality in the bass region, and to make sure there was a wide sound stage in the new Ford Kuga’s audio system.

The lip smack in Suzanne Vega’s a cappella hit “Tom’s Diner” was used to check the centre staging of the sound system, while Rihanna’s “S.O.S.” helped evaluate clean bass mixed with vocals and ensure there was nothing shrill in the tweeters.

Ford audio engineers – who listen to everything from rap to classical - tuned the audio system so that it sounded natural – as if you’re listening to music inside a theatre rather than in your vehicle.

The audio engineers’ work is twofold: the objective portion, monitoring sound wave files on laptop computers hooked up to speakers within the vehicle; and the subjective portion, relying on human ears to fine-tune the quality of the system.

The engineers were tasked with providing the listener with a specific feeling when they tuned in to listen to specific songs. For example how Jennifer Warnes’ recording of Leonard Cohen’s “Famous Blue Raincoat” should transport the listener into a moody environment.

PJ Harvey’s “Electric Light” was used to make sure the instruments did not modulate the vocals and the bass did not shake the doors.

The Ford Kuga has two different audio systems with SYNC in-car connectivity for the audio and phone system; a standard six-speaker system in the Ambiente model and premium nine-speaker system available in the Trend and Titanium. For Trend and Titanium buyers the audio system is a SONY®-branded 9-speaker system.

A 'Best of' Ford Kuga playlist

1. ZZ Top "La Grange" – Listen for the clean snare drum clicks, left and right rhythm guitars and strong bass guitar.
2. Yello "The Race" – Listen for a sensation of the car racing from right to left, and left to right. It should sound spacious with transients of doors slamming.
3. Lou Reed "Walk on the Wild Side" – Listen for backup singers to move from far to near, testing image depth. Check for tonal balance and loud dynamics.
4. Kenny Chesney "Summertime" – Listen for clean vocals, instruments should be clearly defined.
5. Eminem "Remember Me" – Listen for loud dynamics, bass extension.
6. Rihanna "S.O.S." – Listen for tonal balance, clean bass, nothing shrill in the tweeters.
7. Beyonce featuring Jay Z "Déjà Vu" – Listen for bass to be clean and even. Vocals should not break up or sound overly bright.
8. Peter, Paul and Mary "I Have a Song to Sing O" – This is an old recording with vocals panned left-centre-right in order to test staging and imaging. Voices should retain a natural timbre.
9. Johnny Cash "Bird on a Wire" – This intimate recording (as if Cash were in his living room) tests tonal balance and spatial qualities. Vocals show a close-mic effect.
10. Bruno Giuranna Mozart Piano Quartets 1 & 2, "Allegretto" – Listen for a natural piano tone. Strings should be forward.

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Capped Price Servicing Available on All-New Ford Kuga

- myFord Capped Price Servicing extended to the all-new TF Ford Kuga for 105,000km or 7 years, whichever comes first
- 12 month renewal of myFord Standard Roadside Assistance with every service
- Online myFord Capped Price Servicing calculator gives customers the power to check servicing costs at any time

ADELAIDE, 16 Apr., 2013 – The all-new Ford Kuga offers customers peace of mind with myFord Capped Price Servicing[^] on all models. Covering all Ford vehicles built since 2007, myFord Capped Price Servicing covers up to 7 years or 105,000km (whichever comes first) and is one of the longest capped price servicing programs available.

Every retail or small business vehicle serviced at a participating Authorised Ford Dealer under myFord Capped Price Servicing is also covered by a 12 month renewal of myFord Standard Roadside Assistance from the logbook service date (RRP \$90).

With myFord Capped Price Servicing, Ford will publish online the maximum price a customer will pay for a standard A or B service at a participating Authorised Ford Dealer. For example, the maximum amount a customer who owns a TF Ford Kuga EcoBoost FWD would pay at a participating Ford Dealer for the first 15,000 km service is \$260.

myFord Capped Price Servicing costs for the all-new TF Ford Kuga:

	EcoBoost 1.6-Litre FWD	EcoBoost 1.6-Litre AWD	TDCi 2.0-Litre AWD
15,000/12 months	\$260	\$285	\$360
30,000/24 months	\$260	\$285	\$360
45,000/36 months	\$260	\$285	\$360
60,000/48 months	\$440	\$690	\$635
75,000/60 months	\$260	\$285	\$360
90,000/72 months	\$260	\$285	\$360
105,000/86 months	\$260	\$285	\$360
Total cost to 105,000/86 months	\$2000	\$2400	\$2795

For more information on myFord Capped Price Servicing, visit:
<http://www.ford.com.au/ownership/myford-owners/capped-price>

[^]myFord Capped Price Servicing available from participating Authorised Ford Dealers for Ford vehicles built from 2007 for up to 7 years or 105,000km, whichever comes first.

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All-New Ford Kuga Gives Drivers Quieter Ride Thanks To Mirrors That 'See' Sound

- Ford reduces wind noise in all-new Ford Kuga by using an elliptical acoustic mirror to measure noise
- This is the first use of this technology to test wind noise in a Ford sport utility vehicle
- The mirror is like a satellite dish with a microphone placed a short distance from the all-new Ford Kuga, traversing it lengthwise to collect sound

ADELAIDE, 16 Apr., 2013 – When Ford engineers sought out innovative ways to reduce noise in the all-new Ford Kuga, they looked in the mirror.

But these engineers did not look into any mirror; they focused their eyes on an elliptical acoustic mirror.

This high-tech device was used for the first time on the Ford Kuga to reduce wind noise and deliver a quieter interior. The mirror resembles a satellite dish with a microphone. The mirror identifies “hot spots” where noise penetrates the interior of the vehicle, allowing engineers to eliminate these “hot spots” and allow drivers to listen to music or conversation inside the car instead of external noises.

The mirror measures noises on the surface of the vehicle and in the airflow, and is a technology more commonly deployed by European luxury vehicle manufacturers.

Mirror reflects changes

The engineering team was able to make changes to the Ford Kuga shape, specifically the mirrors and A-pillar, while in the early clay model phase to test theories and validate expected results. Work was done in the Ford Aeroacoustic Wind Tunnel in Germany.

This tool is a new addition to the Ford engineering team and was used for the first time on the Ford Kuga to trace noise sources. By using this high-tech equipment, engineers were able to optimise the mirror shape earlier in the development cycle of the vehicle.

The noise path could be through the glass, door or insulation. By optimising the mirror shape early on, it subsequently reduces the exterior source and helps create a quieter interior.

The optimised shape means the new Ford Kuga boasts impressive levels of interior quiet. In particular, the tuning work on the A-pillar has helped ensure better noise performance in crosswind situations.

Wind noise performance has been optimised through more than 160 hours of engineering. In a typical eight-hour block, more than 20 configurations can be tested, including glass, mirror sealing and door sealing.

By using the elliptical acoustic mirror, this helped the noise, vibration and harshness team pinpoint the source of the noise. Previous technologies required more of a trial-and-error approach to finding the issue.

The science behind acoustic mirrors dates back almost 100 years. The technology was a precursor to radar, used for “listening” for and detecting enemy aircraft along the coast of Britain during World War I.

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TF FORD KUGA SPECIFICATIONS

Model				
Powertrain	Ambiente (FWD)	Ambiente (AWD)	Trend (AWD)	Titanium (AWD)
(Petrol)	110 kW 1.6-litre EcoBoost four cylinder Six-speed manual Idle Stop / Start	134 kW 1.6-litre EcoBoost four cylinder Six-speed automatic 'Intelligent All-Wheel Drive" (AWD)	134 kW 1.6-litre EcoBoost four cylinder Six-speed automatic 'Intelligent All-Wheel Drive" (AWD)	134 kW 1.6-litre EcoBoost four cylinder Six-speed automatic 'Intelligent All-Wheel Drive" (AWD)
(Diesel)			120 kW 2.0-litre TDCi turbo diesel Six-speed Powershift 'Intelligent' All-Wheel Drive (AWD)	120 kW 2.0-litre TDCi turbo diesel Six-speed Powershift 'Intelligent' All-Wheel Drive (AWD)

Engine (petrol)	Ambiente (FWD)
Type	1.6-litre EcoBoost four-cylinder direct-injection transverse petrol
Induction	Single turbocharger
Maximum power	110 kW @ 5700 RPM
Maximum torque	240 Nm @ 1600 – 5000 RPM
Fuel consumption	6.7-litres / 100km (combined cycle; ADR81/02)
CO2 output	157 g/km
Emission class	EU5

Engine (petrol)	Ambiente / Trend / Titanium (AWD)
Type	1.6-litre EcoBoost four-cylinder direct-injection transverse petrol
Induction	Single turbocharger
Maximum power	134 kW @ 5700 RPM
Maximum torque	240 Nm @ 1600 – 5000 RPM
Fuel consumption	7.7-litres / 100km (combined cycle; ADR81/02) Ambiente 8.0-litres / 100km (combined cycle; ADR81/02 Trend/Titanium
CO2 output	179 g/km (Ambiente), 186 g/km (Trend / Titanium)
Emission class	EU5

Engine (TDCi)	Trend / Titanium (AWD)
Type	2.0-litre four-cylinder transverse common rail turbo diesel
Induction	Single turbocharger
Maximum power	120 kW @ 4000 RPM

Maximum torque	340 Nm @ 1750 RPM
Fuel consumption	6.3-litres / 100km (combined cycle; ADR81/02) Trend 6.4-litres / 100km (combined cycle; ADR81/02) Titanium
CO2 output	166 g/km (Trend), 168 g/km (Titanium)
Emission class	EU5 (Diesel Particulate Filter)

Transmission	
Ambiente	6-speed manual (EcoBoost FWD), 6-speed SelectShift automatic (EcoBoost AWD)
Trend / Titanium	6-speed SelectShift automatic (EcoBoost AWD), 6-speed Powershift (TDCi AWD)
AWD system	Ford Intelligent All-Wheel Drive (Ambiente AWD, Trend & Titanium)

Chassis	
Construction	Unitary
Front suspension	Independent with MacPherson struts
Rear suspension	Control Blade independent multi-link system
Steering	Electric Power-Assisted Steering, 2.6 turns lock-to-lock
Turning Circle	11.1 m

Wheels/Tyres	
Ambiente	17-inch steel wheels (7.5 x 17) / 235/55 R17
Trend	18-inch alloy wheels (7.5 x 18) / 235/50 R18
Titanium	19-inch alloy (8 x 19) / 235/45 R19
Spare	Mini (steel)

Brakes	
Braking	Dual circuit, diagonally split, hydraulically operated front and rear with disc brakes. Vacuum servo-assisted with electronically controlled four-channel brake distribution ABS and optimised brake assist, DSC with trailer stabilisation.
Dimensions	320 mm diameter ventilated (front) / 280 mm diameter (rear)

Towing Capacity	
	1500kg (1.6 petrol manual FWD) 1200kg (1.6 petrol auto AWD) 1500kg (2.0 TDCi auto AWD)

Off-road capabilities			
	Ambiente 1.6 FWD	1.6 AWD	2.0 AWD
Approach / departure angle	21.5 degrees (front) / 28.2 degrees (rear)	21.2 degrees (front) / 27.7 degrees (rear)	21.2 degrees (front) / 27.7 degrees (rear)
Ground clearance	197.2 mm	192.9 mm	192.9 mm

Dimensions / Capacities	
Length	4524 mm
Width (without mirrors)	1838 mm (2077 with mirrors)
Height (without / with roof rails)	1702 mm / 1713 mm (FWD) 1701 mm / 1712 mm (AWD)
Wheelbase	2690 mm

Kerb weight	1550 (Ambiente FWD MT), 1656 (Ambiente AWD AT), 1657 (Trend 1.6 AWD AT), 1731 (Trend 2.0 TDCi AWD AT), 1662 (Titanium 1.6 AWD AT), 1738 (Titanium 2.0 TDCi AWD)
Track	1563 mm (front) / 1565 mm (rear)
Luggage capacity	406 litres (seats upright) / 1603 litres (seats folded)
Fuel tank	60 litres

Shoulder room	1421 mm (front)
	1398 mm (rear)
Headroom	1013 mm / 973 mm (front without / with panoramic roof)
	991 / 950 mm (rear without / with panoramic roof)
Legroom	1027 mm (front)
	934 mm (rear)

Safety	
5-star ANCAP rating	
Ford 'Intelligent' All-Wheel-Drive (AWD models only)	
Intelligent Protection System	
Driver and front passenger airbags	
Driver and front passenger side thorax and pelvis airbags	
Side curtain airbags with shoulder vents	
Anti-lock Braking System (ABS)	
Dynamic Stability Control (DSC) with Anti-Rollover Mitigation and trailer stabilisation	
Traction control / Torque Vectoring Control	
Emergency Brake Assist (EBA)	
Emergency Brake Hazard Warning system	
Driver and front passenger seatbelt reminder	
Immobiliser	

Technology Pack		(optional on Trend and Titanium)
Active City Stop		
Adaptive Cruise Control		
Blind Spot Information System		
Lane Keeping Aid		
Lane Departure Warning		
Auto High-Beam Control		
Driver Impairment Monitor		

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