



2010 FORD FUSION



For 2010, the Ford Fusion delivers unsurpassed four-cylinder fuel economy, more power and class-exclusive technologies. It also features more total passenger and luggage capacity than the Toyota Camry, plus proven quality and reliability that has been recognized by the top consumer groups and magazines.

The new exterior gives the Fusion a look that is both sportier and more upscale. The newly designed front end, including a powerfully domed hood and new headlamps, grille and larger fog-lamp area, further enhances the sporty nature of the 2010 Ford Fusion. Aerodynamic enhancements and new underbody shields further boost Fusion's fuel economy.

The interior reflects a more contemporary, technical look with metallic finishes on the all-new instrument panel, center console, doors and steering wheel. The instrument panel is finished with a soft upper and lower skin. Displays and switches also feature a contemporary Ice Blue Lighting.



NEW IN 2010

- Six-speed transmission
- 2.5-liter I-4 engine
- 3.0-liter V-6 Duratec Flex-Fuel engine
- AdvanceTrac® with Electronic Stability Control (ESC)
- Available SelectShift automatic transmission (V-6)
- Electric Variable Assist Power Steering (2.5-liter / 3.0-liter)
- Variety of 16- to 18-inch painted and aluminum wheels
- Cabin air filter
- Easy Fuel™ capless refueling
- Available Blind Spot Information System with Cross Traffic Alert
- Available reverse camera system
- Available 12-speaker Sony sound system
- Available voice-activated navigation system and SIRIUS® Travel Link™
- Available Ford SYNC™ with 911 Assist and Vehicle Health Report



SAFETY/STANDARD

SOS Post Crash Alert System, four-wheel disc anti-lock braking system (ABS) and Ford's Personal Safety System, which includes:

- Seat Track Position Sensor – Driver seat position is monitored to determine inflator output.
- Load-Limiting Retractors – Provide a suitable level of restraining force through the safety belt to the occupants.
- Steering Column – Design provides an optimum level of energy absorption.
- Dual Stage Air Bags – Additional levels of inflation provided by incorporating a variable time delay between the 1st and 2nd stage output.
- Enhanced Occupant Classification System – A front passenger seat sensor identifies three states of occupant classification: empty seat, child presence and adult presence.

VITAL STATS

Production Location: Hermosillo Stamping and Assembly Plant, Mexico

Powertrain: Choice of Ford's 2.5-liter Duratec 25 inline 4-cylinder, 175 hp @ 6,000 rpm (estimated), 172 lb.-ft. of torque @ 4,500 rpm; or 3.0-liter Duratec 30 V-6 Flex-Fuel engine, 240 hp @ 6,500 rpm (gas, estimated), 250 hp @ 6,500 rpm (E85, estimated), 223 lb.-ft. of torque @ 4,300 rpm (gas, estimated), 228 lb.-ft. of torque @ 4,800 rpm (E85, estimated); or 3.5-liter Duratec V-6, 263 hp @ 6,250 rpm (estimated), 249 lb.-ft. of torque @ 4,500 (estimated)

Series: S, SE, SEL, Sport



NEW FUSION SPORT

- Features a 3.5-liter Duratec V-6 engine with sport-tuned suspension
- 18-inch painted aluminum wheels
- Series-specific side rocker moldings and rear decklid spoiler
- Distinctive interior available
- All-wheel drive
- Unique lower grille



2010 FORD FUSION HYBRID



The 2010 Ford Fusion Hybrid offers class-leading fuel economy, besting the Toyota Camry hybrid by at least six mpg in the city.

The second-generation powertrain system combines the best attributes of the gasoline engine and electric battery-driven motors to deliver the optimal experience for the customer in terms of driving performance and fuel economy. The propulsion system for the 2010 Ford Fusion Hybrid transitions between gas and electric power and back more efficiently and seamlessly.

The overall system upgrade allows the Fusion Hybrid to operate longer at higher speeds in electric mode. It can operate up to 47 mph in pure electric mode, approximately twice as fast as some competitors. The city driving range on a single tank of gas is expected to be more than 700 miles.

STANDARD

The 2010 Ford Fusion Hybrid includes all I-4 SEL equipment plus:

- 110-volt power point
- SmartGauge™ with EcoGuide dual LCD cluster
- 17-inch, 15-spoke aluminum wheels
- Eco-friendly cloth seating
- Road and Leaf badge
- SOS Post Crash Alert System, four-wheel disc anti-lock braking system (ABS) and Ford's Personal Safety System



THE HYBRID PROPULSION SYSTEM

The next-generation hybrid system features:

- New 2.5-liter four-cylinder engine (155 hp/136 lb.-ft. of torque) running the proven Atkinson cycle, mated to an electronically controlled continuously variable transmission (e-CVT).
- Intake Variable Cam Timing (iVCT) allows the vehicle to more seamlessly transition from gas to electric mode and vice-versa. The spark and cam timing are varied according to the engine load to optimize efficiency and emissions.
- Enhanced electronic throttle control reduces airflow on shutdowns, reducing fueling needs on restarts.
- Wide-band lambda sensor analyzes the air-fuel ratio and adjusts the lean/rich mixture accordingly to keep the system in balance and to minimize emissions.
- An added variable voltage converter boosts the voltage to the traction battery to operate the motor and generator more efficiently.
- A new smaller, lighter nickel-metal hydride battery has been optimized to produce 20 percent more power. Improved chemistry allows the battery to be run at a higher temperature and it is cooled using cabin air.
- A new high-efficiency converter provides 14 percent increased output to accommodate a wider array of vehicle features.
- Smarter climate control system monitors cabin temperature and only runs the gas engine as needed to heat the cabin; it also includes an electric air conditioning compressor to further minimize engine use.
- The regenerative brake system captures the energy normally lost through friction in braking and stores it. Nearly 94 percent energy recovery is achieved by first delivering full regenerative braking followed by friction brakes during city driving.
- A simulator brake actuation system dictates brake actuation and delivers improved brake pedal feel compared to the previous generation braking system.

VITAL STATS

Production Location: Hermosillo Stamping and Assembly Plant, Mexico

Powertrain: Gasoline engine: Duratec 2.5-liter DOHC 16-valve Atkinson cycle, 156 hp @ 6,000 rpm, 135 lb.-ft. of torque at 2,250 rpm; Electric motor: Permanent magnet AC synchronous motor, 106 hp @ 6,500 rpm, 275 volts maximum, Electronically Controlled Continuously Variable Transmission, 191 net horsepower