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FordKa
Owner's handbook

Feel the difference





INSTRUCTION HANDBOOK

Thank you for choosing Ford. We recommend that you read this instruction handbook carefully to better understand your vehicle features. The better you understand, the better you will feel safe and enjoy driving it.

Note The instruction handbook describes the product features and options available in the whole range, sometimes even before they are actually available. Options not installed on your vehicle can be actually described.

Note Use and handle your vehicle always complying with all regulations and laws in force.

Note Hand the instruction handbook over to the new owner if the vehicle is sold. Indeed, it is an integral part of it.







DATA RECORDING

A large number of electronic components of your vehicle contain data storage modules temporarily or permanently storing technical data about the condition of the vehicle, events and errors. In general, this technical information documents the condition of parts, modules, systems or the environment:

- Operating conditions of system components (e.g. filling levels).
- Status messages of the vehicle and its individual components (e.g. number of wheel revolutions/rotational speed, deceleration, lateral acceleration).
- Malfunction and defects in important system components (e.g. lighting and brake system).
- Vehicle reactions in particular driving situations (e.g. inflation of an airbag, activation of the stability regulation system).
- Environmental conditions (e.g. temperature).

These data are exclusively technical and help identification and correction of errors as well as optimisation of vehicle functions. Motion profiles indicating travelled routes cannot be created with these data.

If services are used (e.g. repair works, service processes, warranty cases, quality assurance), employees of the service network (including manufacturers) are able to read out this technical information from the event and error data storage modules using special diagnostic devices. If required, you will receive further information. After an error has been corrected, these data are deleted from the error storage module or they are constantly overwritten. When using the vehicle, situations may occur in which these technical data related to other information (accident report, damages on the vehicle, witness statements etc.) may be associated with a specific person - possibly, with the assistance of an expert. Additional functions contractually agreed upon with the client (e.g. vehicle location in emergency cases) allow the transmission of particular vehicle data from the vehicle.





KNOWING YOUR CAR

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX

DASHBOARD (LEFT-HAND DRIVE)	5	ROOF LIGHT	40
DASHBOARD (RIGHT-HAND DRIVE)	6	CONTROLS	41
SYMBOLS	7	INTERIOR FITTINGS	43
THE FORD CODE SYSTEM	7	DOORS	45
THE KEYS	8	POWER WINDOWS	46
ON-BOARD PANEL AND INSTRUMENTS	12	BOOT	47
MULTIFUNCTION DISPLAY	15	BONNET	49
TRIP COMPUTER	24	HEADLIGHTS	51
SEATS	25	ABS SYSTEM	53
HEAD RESTRAINTS	27	ESP SYSTEM	54
STEERING WHEEL	28	EOBD SYSTEM	57
REAR VIEW MIRRORS	29	PARKING SENSORS	58
TEMPERATURE COMFORT	30	AUTO-START-STOP SYSTEM	60
HEATING AND VENTILATION	31	iTPMS SYSTEM	64
MANUAL CLIMATE CONTROL SYSTEM	32	RADIO	65
AUTOMATIC CLIMATE CONTROL SYSTEM	34	ACCESSORIES PURCHASED BY THE OWNER	66
EXTERNAL LIGHTS	37	REFUELLING THE CAR	67
WINDOW WASHING	38	PROTECTING THE ENVIRONMENT	68





DASHBOARD (LEFT-HAND DRIVE)

The presence and position of controls, instruments and gauges may vary depending on the versions.

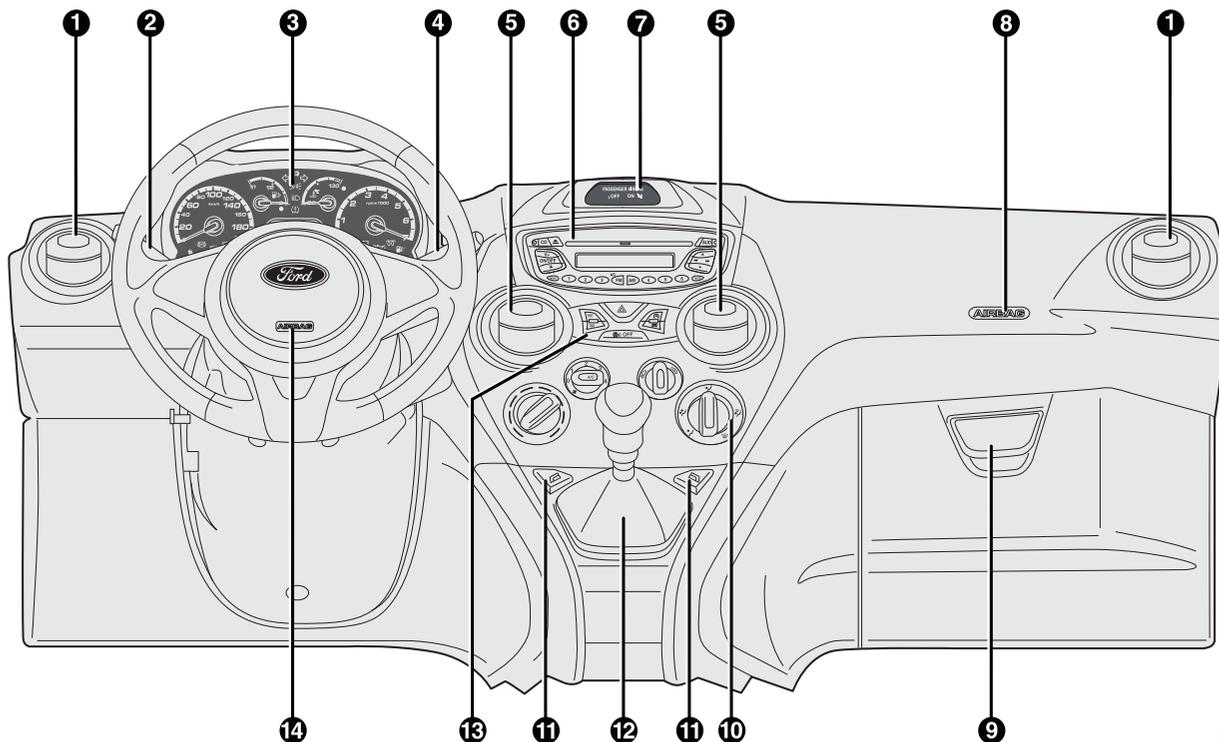


fig. 1

KA00215m

1. Side air vent – 2. Left steering column stalk: external lights – 3. Instrument panel and warning lights – 4. Right steering column stalk: windscreen wiper, rear window washer, trip computer controls – 5. Central air vents – 6. Oddment/Car radio compartment – 7. Passenger airbag deactivation warning lights (on dedicated panel) – 8. Passenger side airbag – 9. Oddment compartment – 10. Heating/ventilation/climate controls – 11. Power windows controls – 12. Gear lever – 13. Control plate – 14. Driver side airbag.

KNOWING
YOUR CAR

SAFETY

STARTING
LIGHTS AND
DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX





DASHBOARD (RIGHT-HAND DRIVE)

The presence and position of controls, instruments and gauges may vary depending on the versions.

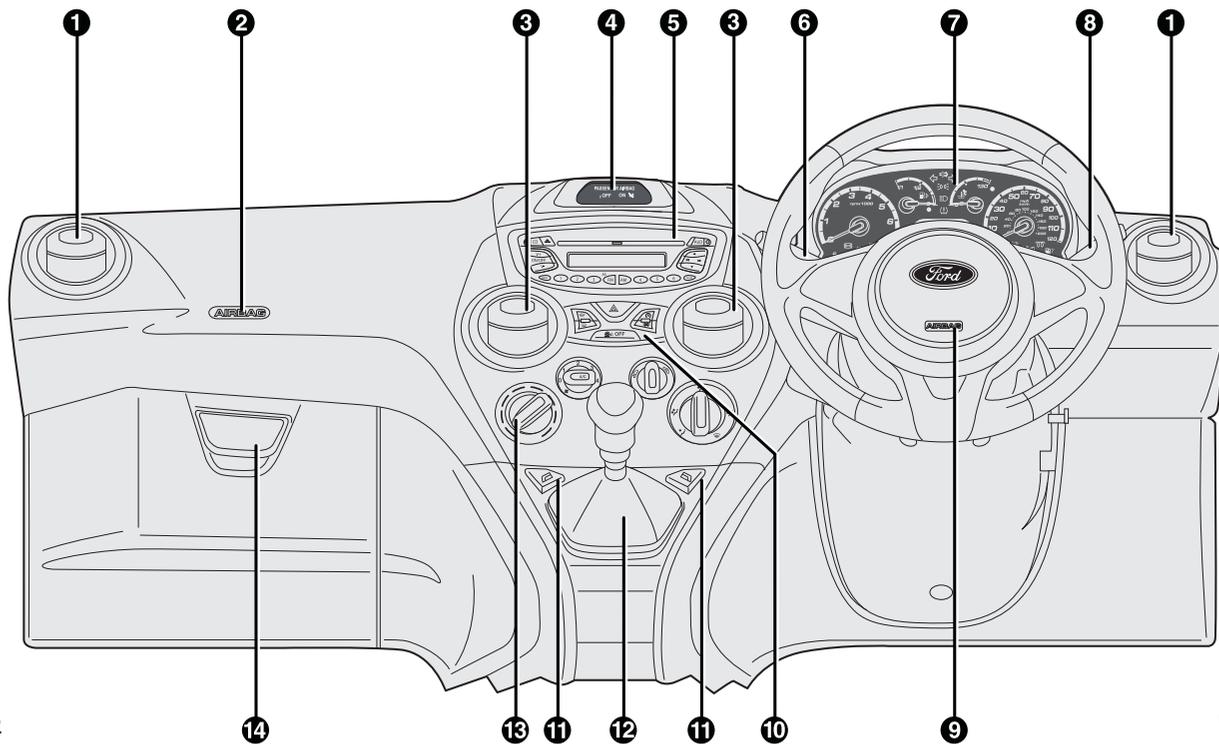


fig. 2

KA00216m

1. Side air vent – 2. Passenger side airbag – 3. Central air vents – 4. Passenger airbag deactivation warning lights (on dedicated panel)
5. Oddment/Car radio compartment – 6. Left steering column stalk: external lights – 7. Instrument panel and warning lights
8. Right steering column stalk: windscreen wiper, rear window washer, trip computer controls – 9. Driver side airbag
10. Control plate – 11. Power windows controls – 12. Gear lever – 13. Heating/ventilation/climate controls
14. Oddment compartment.





SYMBOLS

Special coloured labels have been attached near or actually on some of the components of your vehicle. These labels bear symbols that remind you of the precautions to be taken as regards that particular component.

THE FORD CODE SYSTEM

To further protect your car from theft, it has been fitted with an engine immobilising system. It is automatically activated when the ignition key is removed.

Each time the car is started by turning the ignition key to **MAR – ON**, the Ford CODE system control unit sends an acknowledgement code to the engine control unit to deactivate the inhibitor.

If, during ignition, the code is not correctly recognized, the light  lights up on the instrument panel.

In this case, turn the key to **STOP** and then back to **MAR – ON**; if the lock continues, possibly try with the other keys provided with the car. Contact a Ford Dealership if you still cannot start the engine.

IMPORTANT Each key has its own code which must be stored by the system electronic control unit. Contact the Ford Dealership to have new keys (up to eight) stored with the code.

Warning light  coming on when driving

- If the warning light  turns on, this means that the system is running a self-diagnosis (for example due to a voltage drop).
- If the problem persists, contact the Ford Dealership.



Violent shocks may damage the electronic components inside the key.

KNOWING
YOUR CAR

SAFETY

STARTING
LIGHTS AND
DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX



THE KEYS

CODE CARD (optional, for versions/markets, where provided) fig. 3

The car is delivered with two copies of the ignition key and with the CODE card which bears the following:

A the electronic code.

B the mechanical key code to be given to the Ford Dealership when ordering duplicate keys.

IMPORTANT In order to ensure perfect efficiency of the electronic devices contained inside the keys, they should never be exposed to direct sunlight.



All the keys and the CODE card must be handed over to the new owner when selling the car.

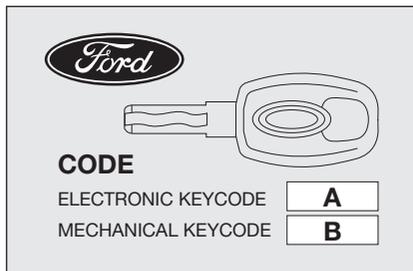


fig. 3

KA00121m

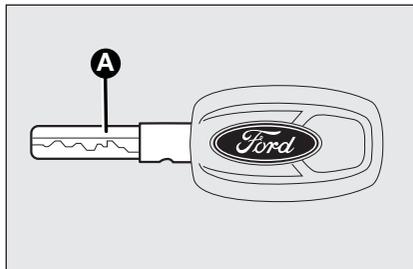


fig. 4

KA00002m

KEY WITHOUT REMOTE CONTROL fig. 4

The metal insert **A** operates:

- the ignition switch;
- the door and tailgate (where provided);
- the fuel cap lock/release.

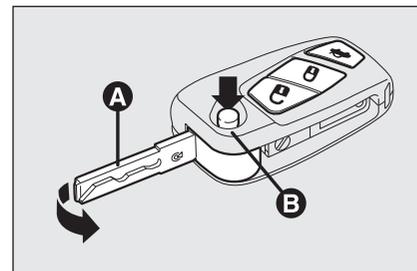


fig. 5

KA00003m

KEY WITH REMOTE CONTROL (where provided) fig. 5

The metal insert **A** operates:

- the ignition switch;
- the door locks;
- the fuel cap lock/release.

Press button **B** to open/close the metal insert.



Door release

Short pressing of  button: release of the doors, timed activation of the interior roof lights, lighting up of the turn signals and activation of courtesy lights (greeting lights) for versions/markets, where provided).

Door lock is automatically released if the fuel cut-off system trips.

When releasing the doors by means of the remote control, if a door is not opened within 45 seconds, the system automatically re-locks the doors.

Door locking

Short pressing of  button: remote locking of doors with deactivation of the internal roof light and dual flashing of direction indicators (where present).

If one or more doors are open, the doors will not be locked.

This is indicated by a rapid flashing of the direction indicators (where applicable). If the luggage compartment is open, the doors will not be locked.

Remote tailgate opening

Press button  twice to release (open) the tailgate remotely.

Tailgate opening is indicated by flashing of direction indicators.



KNOWING YOUR CAR
SAFETY
STARTING AND DRIVING
WARNING LIGHTS AND MESSAGES
IN AN EMERGENCY
SERVICING AND CARE
TECHNICAL SPECIFICATIONS
INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

REQUEST FOR ADDITIONAL REMOTE CONTROLS

The system can recognise up to 8 keys with incorporated remote control. Should a new remote control be necessary, contact a Ford Dealership and be ready to show the CODE card, a personal identity document and the car's ownership documents.

REPLACING THE BATTERY OF THE KEY WITH REMOTE CONTROL fig. 6

To replace the battery, proceed as follows:

- press button **A** and open the metal insert **B**;
- turn the screw **C** to  using a fine screwdriver;
- take out the battery case **D** and replace the battery **E**, respecting its polarity;
- refit the battery case **D** inside the key and lock it turning the screw **C** to .

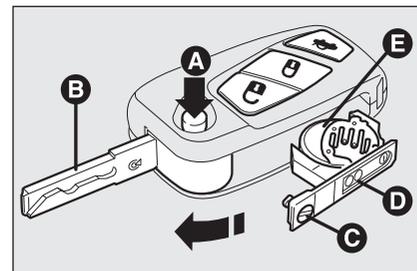


fig. 6

KA00004m



Used batteries are harmful to the environment. You can dispose of them either in the correct containers as specified by law or by taking them to a Ford Dealership, which will deal with their disposal.



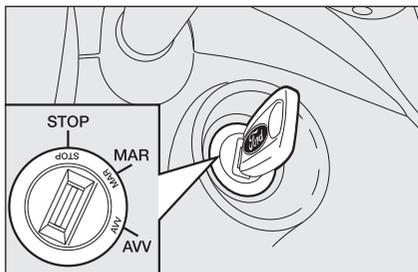


fig. 7

KA00005m

IGNITION SWITCH fig. 7

The key can be turned to 3 different positions:

- STOP:** engine off, key can be removed, steering column locked. Some electrical devices (e.g. sound system, central door locking system, etc.) can operate.
- MAR – ON:** driving position. All electrical devices can operate.
- AVV:** engine starting.

The ignition device is fitted with a safety system that forces the driver to return the ignition key to **STOP** before repeating the starting operation, if the engine does not start up.

STEERING LOCK

Engagement

When the key is at **STOP**, remove the key and turn the steering wheel until it locks.

Disengagement

Move the steering wheel slightly as you turn the ignition key to **MAR-ON**.



WARNING

Never extract the key while the vehicle is moving.

The steering wheel would automatically lock as soon as you try to turn it. This holds true for vehicles being towed as well.

It is absolutely forbidden to carry out whatever after-market operation involving steering system or steering column modifications (e.g.: installation of anti-theft device) that could badly affect performance and safety, cause the lapse of warranty and also result in non-compliance of the car with homologation requirements.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

ON-BOARD PANEL AND INSTRUMENTS

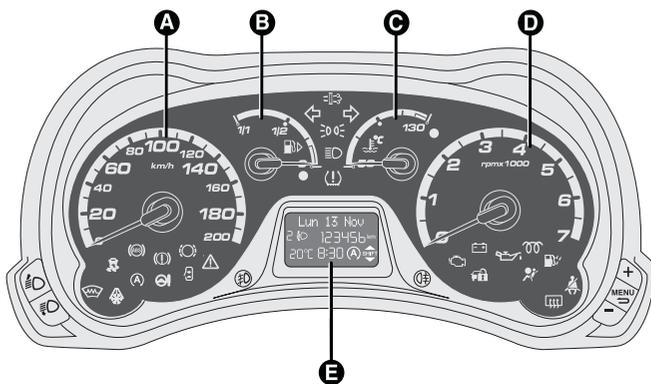


fig. 8 – Versions with multifunction display

Left-hand drive versions

- A** Speedometer (speed indicator)
- B** Fuel gauge with reserve warning light.
- C** Engine coolant temperature gauge with excess temperature warning light.
- D** Rev counter
- E** Display.

Warning lights  and  are only provided on Diesel versions.

KA00217m



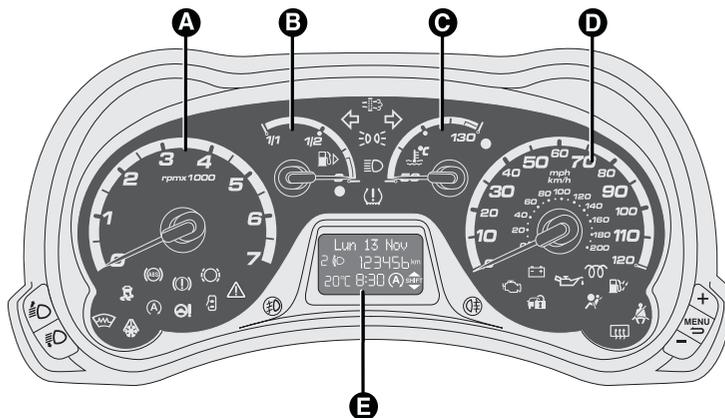


fig. 9 – Versions with multifunction display

KA00218m

Right-hand drive versions

- A** Rev. counter.
- B** Fuel gauge with reserve warning light.
- C** Engine coolant temperature gauge with excess temperature warning light.
- D** Speedometer (speed indicator)
- E** Display.

Warning lights  and  are only provided on Diesel versions.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX

Instrument background colour and type may vary according to the version.

TACHOMETER

This shows the speed of the vehicle.

REV COUNTER

This indicates the engine rpm.

FUEL LEVEL GAUGE

This shows the amount of fuel in the tank.

The reserve warning light turns on to indicate that approximately 5 litres of fuel are left in the tank.

Do not travel with the fuel tank almost empty: any gaps in fuel delivery could damage the catalytic converter.

ENGINE COOLANT TEMPERATURE INDICATOR

This shows the temperature of the engine coolant fluid and starts working when the fluid temperature exceeds approx. 50° C.

The warning light may light up (and a message on the multifunction display may appear) to indicate that the coolant temperature is too high; in this case, stop the engine and contact the Ford Dealership.



MULTIFUNCTION DISPLAY

The car can be equipped with the multifunction display that, depending on previous settings, shows useful information when driving.

“STANDARD” SCREEN fig. 10

The standard screen shows the following information:

- a** Outside temperature
- B** Time (always displayed, even with key extracted and front doors closed)
- C** Auto-Start-Stop function indication
- D** Gear Shift Indication
- E** Odometer (covered km or miles).
- F** Date
- G** Headlight aiming position (only with dipped beam headlights on)

Note. When opening one of the front doors, the display turns on and shows the time and the kilometres or miles covered for a few seconds.

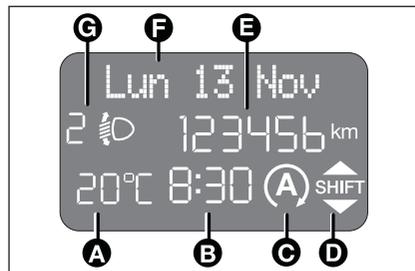


fig. 10

KA00166m

GEAR SHIFT INDICATOR



On vehicles with a manual gearbox, the gear shift indicator suggests gear changes to the driver (SHIFT UP or SHIFT DOWN) via a special display on the control panel. This suggestion to change gear is designed to improve consumption and ensure the best driving style.

NB The indication on the instrument panel remains on until the driver changes gear or until the driving conditions return to a situation where a gear change is not required to reduce consumption.

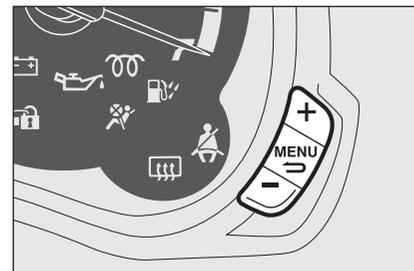


fig. 11

KA00219m

CONTROL BUTTONS fig. 11

+ To scroll the displayed menu and the related options upwards or to increase the value displayed.

MENU Press briefly to display the menu and/or go to next screen or confirm the required menu option.

Hold pressed to go back to the standard screen.

- To scroll the displayed menu and the related options downwards or to decrease the value displayed.

Note Buttons **+** and **-** activate different functions according to the following situations:

KNOWING YOUR CAR

SAFETY

STARTING AND DRIVING

WARNING LIGHTS AND MESSAGES

IN AN EMERGENCY

SERVICING AND CARE

TECHNICAL SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

Controlling the car interior lights

– on the standard screen, they control brightness of instrument panel, radio and automatic climate control system.

Setup menu

– within the menu, to scroll the menu options upwards and downwards;
– to increase or decrease values during settings.

SETUP MENU

The menu comprises a series of functions arranged in a cycle which can be selected through buttons **+** and **–** to access the different select operations and settings (setup) given in the following paragraphs. A submenu is provided for some items (Setting the clock and Set units).

The setup menu can be activated by pressing briefly button **MENU** .

Single presses on buttons **+** or **–** will scroll the setup menu options.

Operating modes are different according to the characteristics of the option selected.

The menu includes the following functions:

- MENU
- SPEED BEEP
- TRIP B DATA
- SET TIME
- SET DATE
- SEE RADIO
- MEASUREMENT UNIT
- LANGUAGE
- WARNING VOLUME
- KEY VOL.
- PASSENGER AIRBAG (*)
- COURTESY LIGHTS
- TYRE RESET
- EXIT MENU

(*) Function activated only by taking car to dealership.





Selecting an option from the main menu without a submenu:

- press briefly button **MENU**  to select the main menu option to set;
- press buttons **+** or **-** (with a single press) to select the new setting;
- press briefly button **MENU**  to store the new setting and go back to the main menu option previously selected.

Selecting an option from the main menu with a submenu:

- briefly press button **MENU**  to display the first submenu option;
- press **+** or **-** (with single presses) to scroll all the submenu options.
- press briefly button **MENU**  to select the displayed submenu option and to open the relevant setup menu;
- press **+** or **-** (with single presses) to select the new setting for this submenu option.

- briefly press button **MENU**  to store the new setting and to go back to the previously selected submenu option.

Selecting “Set Date” and “Set time”:

- briefly press button **MENU**  to select the first value to change (e.g. hours/minutes or year/month/day).
- press buttons **+** or **-** (with a single press) to select the new setting;
- briefly press button **MENU**  to store the new setting and go to the next setup menu option: if this is the last one you will go back to the previously selected option of the main menu.

*Press the button **MENU**  for long:*

- to quit the set up menu if you are in the main menu;
- to return to the main menu if you are at another point of the menu (e.g.: at submenu option setting level, at submenu level or at main menu option setting level);
- to save only the settings already stored (and confirmed by pressing the **MENU**  button).

The setup menu page is timed. Only the changes saved by the user by briefly pressing **MENU**  are saved when the menu are automatically closed.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

Speed Beep (Speed limit)

This function is used to set the car speed limit (km/h or mph); the driver is immediately alerted when this limit is exceeded (see chapter “Warning lights and messages”).

To set the desired speed limit, proceed as follows:

- briefly press button **MENU** , the display will show the message (Speed Buzz);
- press button **+** or **-** to select speed limit activation (On) or deactivation (Off);
- if the function has been activated (On), press buttons **+** or **-** to select the required speed limit and then press **MENU**  to confirm.

Note. The speed may be set in the range from 30 to 200 km/h, or from 20 to 125 mph according to the previously chosen unit (see “Setting the distance unit” paragraph) described below. The setting will increase/decrease by five units each time the button **+/-** is pressed. Hold the button **+/-** pressed to increase/decrease the setting rapidly and automatically. Complete the setting by single pressing the button when you approach the required value.

- briefly press button **MENU**  to go back to the menu screen or press the button for long to go back to the standard screen without storing settings.

To cancel the setting, proceed as follows:

- briefly press button **MENU** : (On) will flash on the display;
- press the button **-**, “Off” flashes on the display;
- briefly press button **MENU**  to go back to the menu screen or press the button for long to go back to the standard screen without storing settings.

Trip B data (Trip B enablement)

This function can be used to activate (On) or deactivate (Off) the Trip B display (partial trip).

For further information see “Trip computer”.

Proceed as follows to switch the function on and off:

- briefly press button **MENU** : (On) or (Off) will flash on the display (according to previous setting);
- press the button **+** or **-** to select;
- briefly press button **MENU**  to go back to the menu screen or press the button for long to go back to the standard screen without storing settings.





Setting the time (Clock)

This function enables the clock to be set through two submenus: “Time” and “Format”.

To carry out the adjustment, proceed as follows:

- briefly press button **MENU** , the display will show the two submenus “Time” and “Mode”;
- press the button **+** or **-** to switch between the two submenus;
- select the required option and then briefly press button **MENU** ;
- if selecting “Time”, briefly press button **MENU** , “hours” will flash on the display;
- press the button **+** or **-** for setting;
- briefly press button **MENU** , “minutes” will flash on the display;
- press the button **+** or **-** for setting;

– when accessing the “Format” submenu: briefly pressing button **MENU**  makes the display mode flash;

– press the button **+** or **-** to select “24h” or “12h”.

When you have made the required settings, briefly press button **MENU**  to go back to the menu screen or press the button for long to go back to the standard screen without storing settings.

– hold **MENU**  down to go back to the standard screen or main menu, depending on where you are in the menu.

Set date (Setting the date)

Using this function you can update the date (day – month – year).

Proceed as follows to update:

- briefly press button **MENU** : “day” (dd) will flash on the display;
- press the button **+** or **-** for setting;
- briefly press button **MENU** : “month” (mm) will flash on the display;
- press the button **+** or **-** for setting;
- briefly press button **MENU** : “year” (yyyy) will flash on the display;
- press the button **+** or **-** for setting.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

NB The setting increases or decreases by one unit each time **+** or **-** is pressed. Hold down the button to increase/decrease the setting rapidly and automatically. Complete the setting by briefly pressing the button when you approach the required value.

– briefly press button **MENU**  to go back to the menu screen or press the button for long to go back to the standard screen without storing settings.

See radio (Repeat audio information)

With this function the display shows information about the sound system.

- Radio: selected radio station frequency or RDS message, automatic tuning activation or AutoStore;
- Audio CD, MP3 CDs: track number;
- CD Changer: CD number and track number;

To show the sound system information on the display (On) or clear it (Off), proceed as follows:

- briefly press button **MENU**  (On) or (Off) will flash on the display (according to previous setting);
- press the button **+** or **-** to select;
- briefly press button **MENU**  to go back to the menu screen or press the button for long to go back to the standard screen without storing settings.

Unit of measurement (Set unit of measurement)

With this function it is possible to set the units through three submenus: “Distances”, “Consumption” and “Temperature”.

To set the desired measurement unit, proceed as follows:

- briefly press button **MENU**  to display the three sub-menus;
- press the button **+** or **-** to switch between the three submenus;
- select the required sub-menu and then briefly press button **MENU** ;
- *if selecting “Distance”*: briefly press **MENU**  and the display will show “km” or “mi” (depending on the previous setting);
- press the button **+** or **-** to select;
- *if selecting “Consumption”* (where provided): briefly press **MENU**  and the display will show “km/l”, “l/100 km” or “mpg” (depending on the previous setting);





If the set distance unit is “km”, the fuel consumption unit will be displayed in km/l or l/100 km.

If the distance unit set is “mi” the fuel consumption unit will be displayed in “mpg”.

– press the button **+** or **-** to select;

– *if selecting*

“Temperature”: briefly press

MENU  and the display will show “°C” or “°F” (depending on the previous setting);

– press the button **+** or **-** to select;

When you have made the required adjustments, briefly press **MENU**  to go back to the menu screen or hold the button down to go back to the main menu without saving.

– hold **MENU**  pressed to go back to the standard screen or main menu according to the position in the menu.

Language (Language selection)

After setting, display messages can be shown in different languages: Italian, German, English, Spanish, French, Portuguese, Polish and Dutch.

To set the desired language, proceed as follows:

– briefly press button **MENU** : the previously set “language” will flash on the display;

– press the button **+** or **-** to select;

– briefly press button **MENU**  to go back to the menu screen or press the button for long to go back to the standard screen without storing settings.

Warning volume (Adjusting the failure/ warning buzzer volume)

With this function the volume of the buzzer which accompanies the display of any failure/warning can be adjusted according to 8 levels.

To set the desired volume, proceed as follows:

– briefly press button : **MENU** ; the previously set volume “level” will flash on the display;

– press the button **+** or **-** for setting;

– briefly press button **MENU**  to go back to the menu screen or press the button for long to go back to the standard screen without storing settings.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

Adjusting the button volume (Button Vol.)

This function may be used to adjust the volume of the beep accompanying the activation of buttons **MENU** , **+** and **-** can be adjusted according to 8 levels.

To set the desired volume, proceed as follows:

- briefly press button: **MENU** ; the previously set volume “level” will flash on the display;
- press the button **+** or **-** for setting;
- briefly press button **MENU**  to go back to the menu screen or press the button for long to go back to the standard screen without storing settings.

Passenger front and side airbag activation/deactivation and side bag protection (chest/pelvis) (where present)

This function is used to activate/deactivate the front passenger’s airbag.

Proceed as follows:

- press button **MENU**  and press **MENU**  again after the message (Bag pass: Off) (to deactivate) or (Bag pass: On) (to activate) is displayed by pressing buttons **+** and **-**;
- the confirmation request message is displayed;
- press buttons **+** or **-** to select (Yes) (confirming activation/deactivation) or (No) (to abort);
- briefly press **MENU**  to confirm setting and go back to the menu screen or press the button for long to go back to the standard screen without storing settings.

Courtesy lights (Greeting lights)

This functions allows the side lights and number plate lights to be turned on for 25 seconds when the doors or boot are opened using the remote control, with the following exceptions:

- interruption 5 seconds following door closure
- Interruption after a lock command from the remote control
- Interruption after a lock or activation command from the remote control





For activation/deactivation, proceed as follows:

- briefly press button **MENU** : (On) or (Off) will flash on the display (according to previous setting);
- press the button **+** or **-** to select;
- briefly press button **MENU**  to go back to the menu screen or press the button for long to go back to the standard screen without storing settings.

Tyre reset (iTPMS reset)

(for versions/markets, where provided)

Questa funzione permette di effettuare il Reset del sistema iTPMS (vedere quanto descritto al paragrafo “Sistema iTPMS”).

With this function it is possible to reset the iTPMS (see paragraph “iTPMS system”).

To reset proceed as follows:

- briefly press button **MENU** : the display shows the word Reset;
- press button **+** or **-** to choose (“Yes” or “No”);
- briefly press button **MENU** : the display shows the word “Confirm”;
- press button **+** or **-** to choose (“Yes” to reset or “No” to exit the screen);
- hold **MENU**  down to go back to the standard screen or main menu according to the point of the menu where you are at.

Exit Menu

This is the last function that closes the cycle of settings listed in the menu screen.

Briefly press button **MENU**  to go back to the standard screen without storing settings.

Press button **-** to return to the first menu option (Speed Beep).

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX



TRIP COMPUTER

General information

The “Trip computer” is used to display information on car operation when the key is turned to **MAR-ON**. This function is composed of separate trips, called “Trip A” and “Trip B” which can monitor the entire mission (journey) in a reciprocally independent manner.

Both functions can be reset (reset means start of a new journey).

“Trip A” is used to display the figures relating to:

- Range
- Distance A
- Average consumption A
- Current consumption
- Average speed A
- Travel time A (driving time)
- Reset Trip A

“Trip B” shall be used to display the figures relating to:

- Distance B
- Average consumption B
- Average speed B
- Trip time B (driving time).
- Reset trip B

Note “Trip B” may be excluded. “Range” and “Instant consumption” parameters cannot be reset.

Values displayed

Range

This value shows the distance that the car can still cover before needing fuel, assuming that driving conditions are kept unvaried. The display will show the reading “----” when the following events take place:

- range value lower than 50 km (or 30 mi)
- car parked with engine running for a long period.

IMPORTANT The range can be affected by several factors: driving style (see “Driving style” in the “Starting and driving” section), type of route (motorway, towns and cities, mountain roads, etc.), conditions of use (load, tyre pressures, etc.). Trip planning must therefore take the above into account.

Distance travelled

This value shows the distance covered from the start of the new journey.

Average consumption

This value shows the approximate average fuel consumption from the start of the new journey.

Instantaneous consumption

This indicates the fuel consumption. The value is constantly updated. The message “----” will appear on the display if the car is parked with the engine running.

Average speed

This value shows the car average speed based on the overall time elapsed since the start of the new journey.

Journey time

Time elapsed since the start of the new journey.



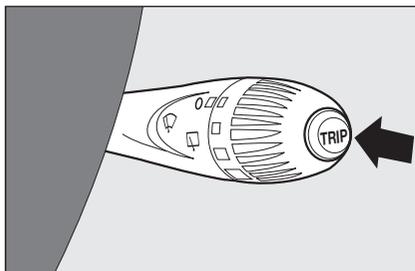


fig. 12

KA00017m

TRIP button fig. 12

Button **TRIP**, set on the right steering column stalk, shall be used (with ignition key on **MAR-ON**) to display and to reset the previously described values to start a new mission:

- brief press to access the various parameter displays;
- hold down to reset and then start a new journey.

New mission

This begins after a reset:

- “manual” resetting by the user, by pressing the relevant button;
- “automatic” resetting, when the “Trip distance” reaches 9999.9 km or when the “Travel time” reaches 99.59 (99 hours and 59 minutes);
- after disconnection/reconnection of the battery.

IMPORTANT The reset operation when “Trip A” details are being displayed resets the information associated with this function only.

IMPORTANT The reset operation in the presence of the screens concerning the “Trip B” makes it possible to reset only the information associated with this function.

Start of journey procedure

With ignition key on **MAR-ON**, press and hold the button **TRIP** pressed for over 2 seconds to reset.

Exit Trip

The **TRIP** function is over when all the values have been displayed or holding the button **MENU**  pressed for longer than 1 second.

SEATS

FRONT SEATS



WARNING

All adjustments must be made with the car stationary.

Horizontal adjustment fig. 13

Lift lever **A** and push the seat forwards and backwards.



WARNING

Once you have released the adjustment lever, always check that the seat is locked on the guides by trying to move it back and forth. Failure to lock the seat in place could result in the seat moving suddenly and the driver losing control of the car.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

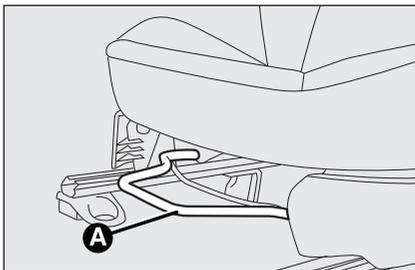


fig. 13

KA00211m

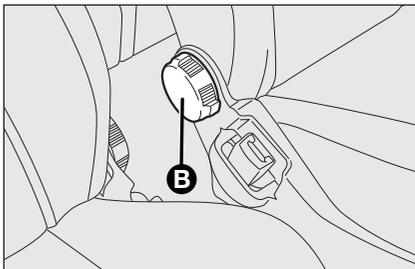


fig. 14

KA00007m

Backrest angle adjustment fig. 14

Turn knob **B**.

Seat height adjustment (where provided) fig. 15

Operating lever **C** it is possible to lift or lower the rear area of the cushion to achieve the most comfortable driving position.

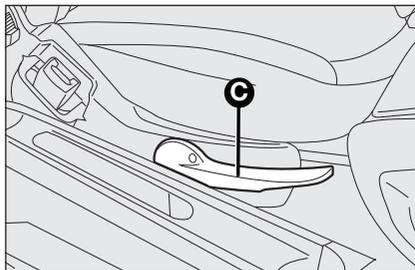


fig. 15

KA00008m

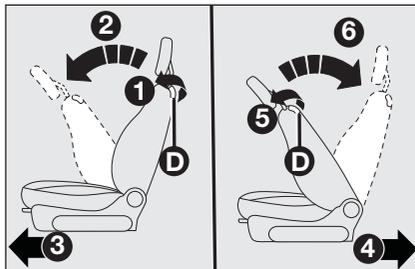


fig. 16

KA00018m

Backrest tilting fig. 16

To tilt the seat, operate lever **D** (movement **1**) and push the backrest forward to lock (movement **2**); release lever **D** and push the backrest to slide the seat forward (movement **3**, applies only to seats with easy entry).

Driver side, where equipped with position memory

To return the seat to its initial position, slide the seat back and press on the backrest to lock the seat (movement **4**) operate lever **D** (movement **5**) and raise the backrest (movement **6**) until it clicks home.

ATTENTION Using lever **D** before locking the seat in its original position causes the original seat position to be lost. In this case, adjust the seat position by means of the reach adjustment fig. 13.

Driver side and passenger side where not equipped with position memory

To return the seat to its initial position, slide the seat back and press on the backrest (movement **4**) operate lever **D** (movement **5**) and raise the backrest (movement **6**) until it clicks home. Adjust reach using lever **A**-fig. 13.

The type of reattachment manoeuvre has been chosen to guarantee the safety of the occupant. If the mechanism detects an obstacle (e.g. a handbag) and cannot restore the seat to its original position, it allows the reattachment of the seat, positioning the backrest only, ensuring that the guides are attached.



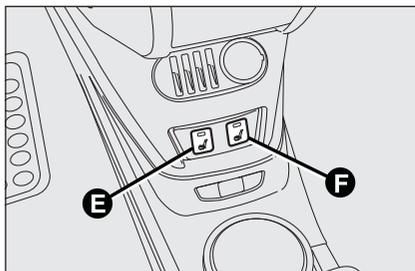


fig. 17

KA00210m

Seat heating, fig. 17 (where provided)

E - Driver seat heating

F - Passenger seat heating

Press the button to switch the function on/off.

ATTENTION Versions with right hand drive have the buttons inverted:

E - Passenger seat heating

F - Driver seat heating.

IMPORTANT If this function is activated with engine off the battery will run down.

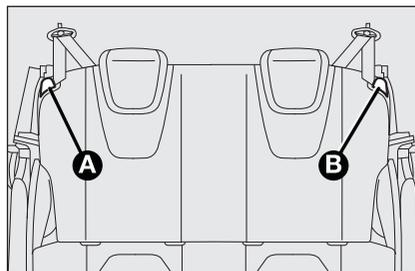


fig. 18

KA00019m

REAR SEATS fig. 18

Backrest release

- For versions with joint seat, lift handles **A** and **B** and guide the backrest onto the cushion.
- For versions with separate seats, lift handle **A** or **B** to release respectively the left or right part of the backrest and guide the backrest onto the cushion.

HEAD RESTRAINTS

FRONT fig. 19

Head restraints are height adjustable; operate as follows.

- Upwards adjustment: lift the head restraint until it locks.
- Downward adjustment: press the button **A** and lower the head restraint.



WARNING

All adjustments must be carried out only with the vehicle stationary and engine off. Head restraints must be adjusted so that the head, rather than the neck, rests on them. Only in this case can they protect your head correctly.

To make the best use of the head restraint's protective action, adjust the backrest so that your torso is upright and keep your head as close as possible to the head restraint.

KNOWING
YOUR CAR

SAFETY

STARTING
LIGHTS AND
DRIVING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

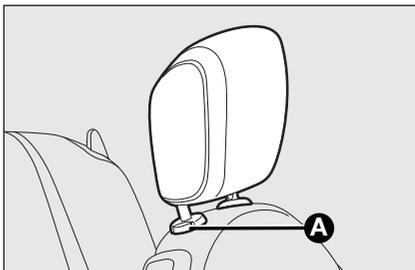


fig. 19

KA00020m

REAR HEAD RESTRAINTS (where provided) fig. 20

To lift out rear head restraints: press at the same time buttons **B** e **C** set on both sides and take them out. The rear head restraint must be removed with the backrest released and tilted toward the passenger compartment To restore the backrest to its service condition, raise until it clicks.

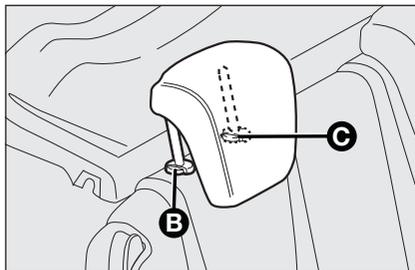


fig. 20

KA00021m

To lower the backrest, press button **B**. The particular head restraint shape deliberately interferes with the correct passenger's back leaning on the backrest in order to force him/her to lift the head restraint and use it correctly.

IMPORTANT Rear seat passengers shall always set the head restraints in "fully drawn out" position.

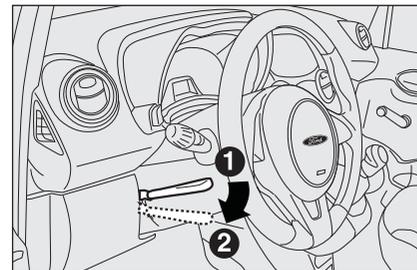


fig. 21

KA00185m

STEERING WHEEL

It can be adjusted vertically (where provided).

For adjustment, bring the lever **fig. 21** downward to position **2** then position the wheel and lock it bringing lever to position **1**.



WARNING

Any adjustments must be carried out only with the car stationary and engine off.



REAR VIEW MIRRORS

REAR VIEW MIRROR fig. 22

The mirror is fitted with a safety device that causes its release in the event of a violent impact with the passenger. It can be moved using the lever **A** to two different positions: normal or antiglare.

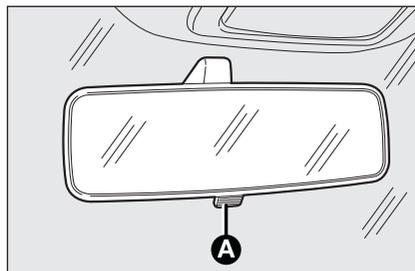


fig. 22

KA00022m

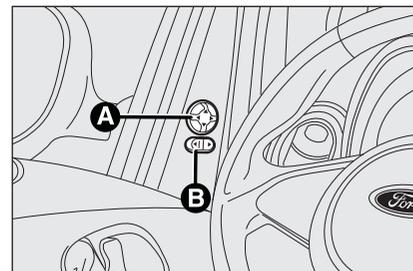


fig. 24

KA00186m

DOOR MIRRORS

On some versions the passenger side door mirror is equipped with an outside temperature sensor.

With manual adjustment fig. 23

From the inside of the car, operate lever **A** to adjust the mirror.

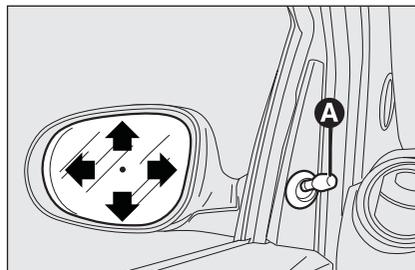


fig. 23

KA00187m

With electrical adjustment fig. 24

Proceed as follows:

- use the switch **B** to select the mirror;
- adjust the mirror using the joystick **A** in the four directions.

Folding back door mirrors fig. 25

When required (for example when the mirror causes difficulty in narrow spaces) it is possible to fold the mirror moving it from position **1** open, to position **2** closed.

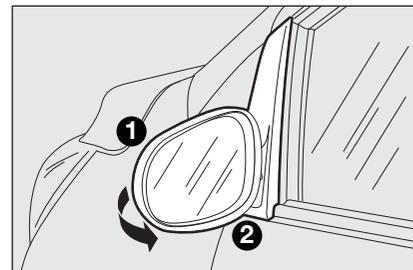


fig. 25

KA00024m



WARNING

When driving, the mirrors shall always be in position 1.



WARNING

As door mirrors are curved, they may slightly alter the perception of distance.

KNOWING
YOUR CAR

SAFETY

STARTING
LIGHTS AND
DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

TEMPERATURE COMFORT

VENTS fig. 26

1. Vents for demisting/defrosting the windscreen
2. Orientable, adjustable central vents
3. Orientable, adjustable side vents
4. Fixed vents for side windows
5. Lower vents

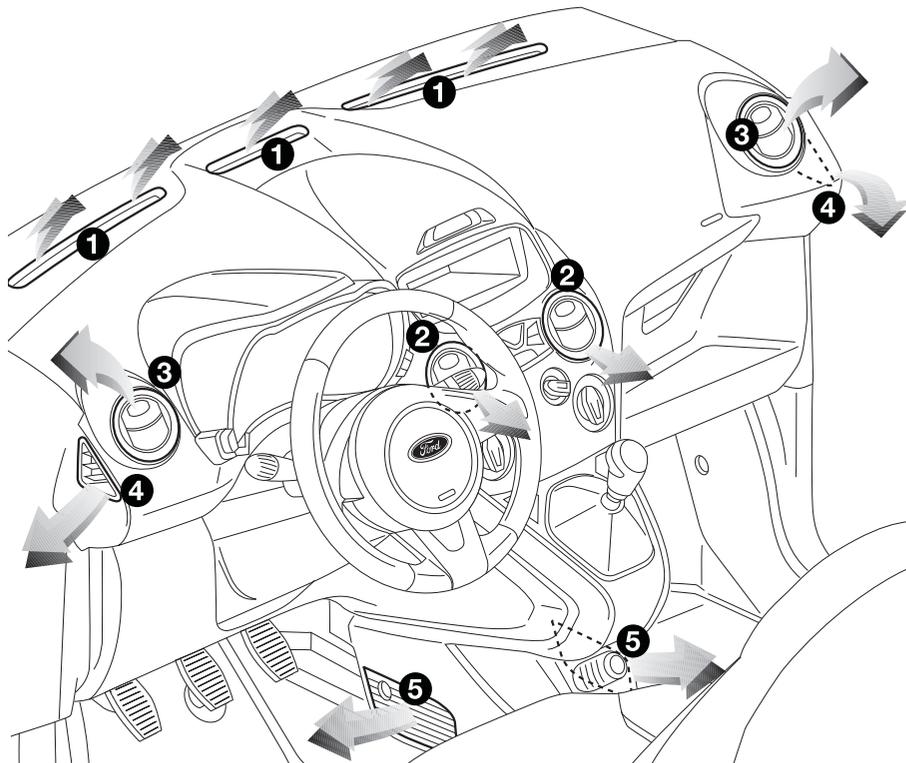


fig. 28

KA00222m

HEATING AND VENTILATION

CONTROLS fig. 27

A Air temperature knob
(red-hot/blue-cold)

B Fan speed knob

C Air recirculation knob

 – internal air recirculation

 – air intake from outside

IMPORTANT It is advisable to activate air recirculation in queues or in tunnels to prevent the introduction of polluted air. However, it is better not to use the function for long periods, particularly if there are many people on board, to prevent the windows from misting inside.

D Air distribution knob

 toward the body and the side windows

 toward the body, the side windows and the feet

 toward the feet only

 toward the feet and the windscreen

 toward the windscreen only.

E Heated rear window activation/deactivation button.
When the function is active, a warning light  on the instrument panel is on.

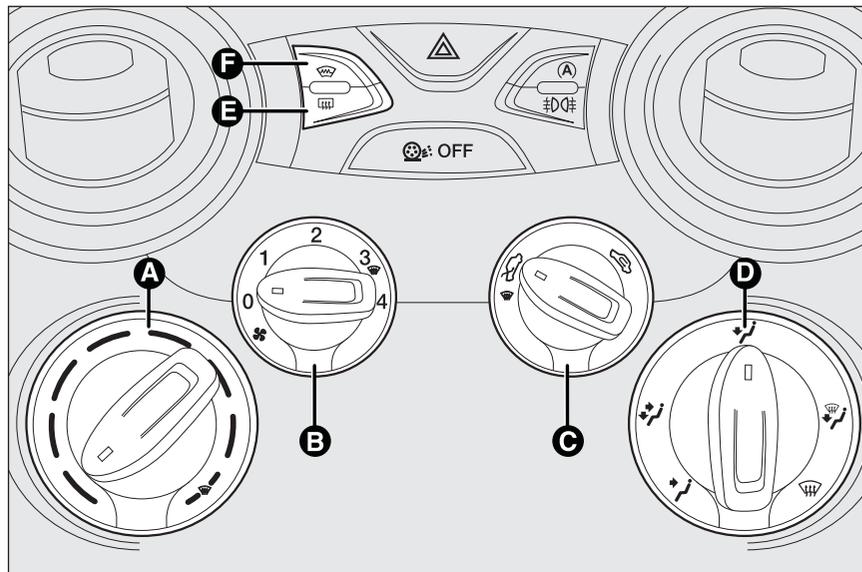


fig. 27

KA00208m

In order to maintain battery efficiency, the function is automatically deactivated after about 4 minutes.

F Heated rear window activation/deactivation button (possible only with engine started). When the function is active, a warning light  on the instrument panel is on. In order to maintain battery efficiency, the function is automatically deactivated after about 20 minutes.

Fast front window demisting/defrosting

Proceed as follows:

- rotate knob **A** to red section;
- rotate knob **C** to ;
- rotate knob **D** to ;
- rotate knob **B** to 4  (max. fan speed).

KNOWING
YOUR CAR

SAFETY

STARTING
LIGHTS AND
DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX

MANUAL CLIMATE CONTROL SYSTEM (where provided)

CONTROLS fig. 28

- A** Air temperature knob (red-hot/blue-cold)
- B** Fan speed knob and climate control system activation/deactivation. Press the knob to activate the climate control system; the LED on the knob switches on. This enables rapid cooling of the passenger compartment.
- C** Air recirculation knob
-  – internal air recirculation
 -  – air intake from outside

IMPORTANT It is advisable to activate air recirculation in queues or in tunnels to prevent the introduction of polluted air. However, it is better not to use the function for long periods, particularly if there are many people on board, to prevent the windows from misting inside.

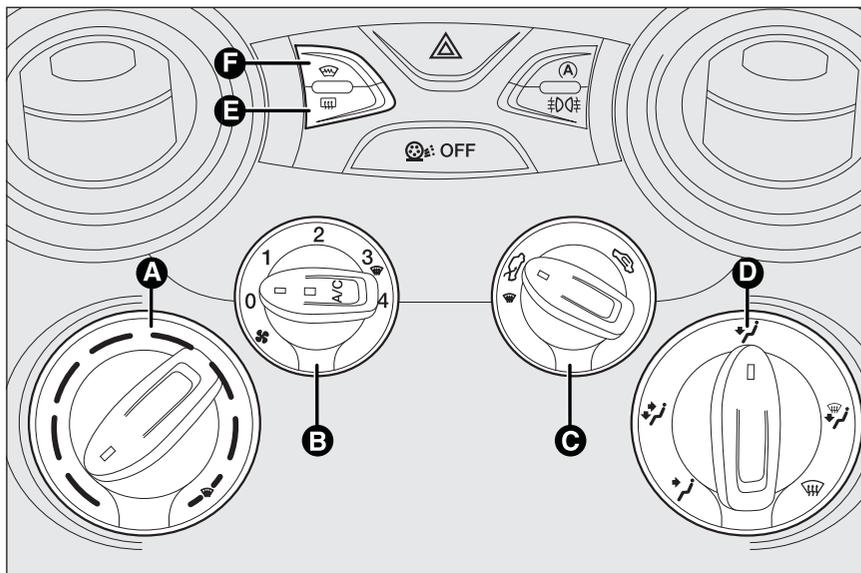


fig. 28

KA00209m

- D** Air distribution knob
-  toward the body and the side windows
 -  toward the body, the side windows and the feet
 -  toward the feet only
 -  toward the feet and the windscreen
 -  toward the windscreen only.
- E** Heated rear window activation/deactivation button. When the function is active, a warning light  on the instrument panel is on.

In order to maintain battery efficiency, the function is automatically deactivated after about 20 minutes.

- F** Heated rear window activation/deactivation button (possible only with engine started). When the function is active, a warning light  on the instrument panel is on. In order to maintain battery efficiency, the function is automatically deactivated after about 4 minutes.



Fast front window and front side windows demisting/defrosting (MAX-DEF)

Proceed as follows:

- rotate knob **A** to red section;
- rotate knob **C** to ;
- rotate knob **D** to ;
- rotate knob **B** to 4  (max. fan speed).

IMPORTANT The climate control system is very useful for fast demisting because it dries the air. Adjust the controls as described above and press knob **B** to switch the climate control system on: the LED on the knob will light up.

SYSTEM MAINTENANCE

In winter, the climate control system must be turned on at least once a month for about 10 minutes. Have the system inspected at a Ford Dealership before the summer.

ADDITIONAL HEATER (where provided)

This device speeds up passenger compartment warming when it is very cold. The additional heater turns off automatically after reaching the required comfort conditions.

Automatic climate control system (where provided)

The additional heater turns on automatically depending on the environmental conditions and with engine started.

Manual climate control system

The supplementary heater is activated automatically by turning **A** knob to the end of the red section and setting the fan (knob **B**) to at least the first speed.

IMPORTANT The heater only works if the outside temperature and engine coolant temperature are low. The heater will not activate if the battery voltage is too low.

KNOWING YOUR CAR

SAFETY

STARTING AND DRIVING

WARNING LIGHTS AND MESSAGES

IN AN EMERGENCY

SERVICING AND CARE

TECHNICAL SPECIFICATIONS

INDEX



AUTOMATIC CLIMATE CONTROL SYSTEM (where provided)

The automatic climate control system automatically regulates the following depending on the temperature set by the user:

- the temperature of the air conveyed to the passenger compartment;
- fan speed (continuous air flow variation);
- air distribution inside the passenger compartment;
- compressor activation/deactivation (to cool/dehumidify air);
- air recirculation on/off.

All the above functions can be changed manually by selecting the required function(s). Manual setting of a function does not impair the automatic control of the other functions even if the **AUTO** button LED is off.

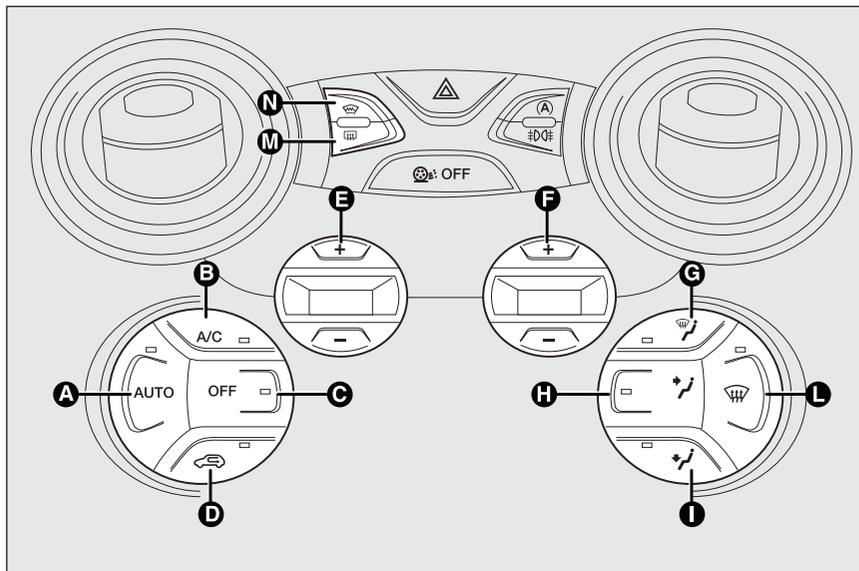


fig. 29

KA00191m

CONTROLS fig. 29

Button **AUTO** – A Activation of the automatic function of the climate control system

Pressing the **AUTO** button and setting the required temperature, the system adjusts air temperature, quantity and distribution into the passenger compartment and controls the compressor operation.

A/C button – B compressor activation/ deactivation

Pressing the button, with LED on, the compressor and the LED switch off.

When the compressor is off:

- the system deactivates air recirculation to avoid window misting;



- it is not possible to supply into the passenger compartment air with a temperature lower than external air temperature (the temperature indicated on the display blinks when the system does not ensure the achievement of the required comfort conditions);
- it is possible to manually reset the fan speed (with compressor enabled, ventilation cannot go below one bar shown on the display).

Button OFF – C System switching off

Pressing the **OFF** button the system is switched off.

With the system off, the climate control system conditions are as follows:

- all LEDs off;
- set temperature display off;
- air recirculation off;
- compressor off;
- fan off.

In this condition, it is possible to enable or disable air recirculation without system activation.

Button – D Air recirculation on/off button

It is advisable to activate internal air recirculation in queues or in tunnels to prevent the introduction of polluted air.

LED on button ON = recirculation ON.

LED on button OFF = recirculation OFF.

At low temperatures or if the compressor is off, the recirculation is forced to off to avoid misting.

IMPORTANT It is inadvisable to use air recirculation on cold days as it would considerably increase the possibility of windows misting up inside.

Buttons +, –, E Setting desired temperature

Pressing the button **+** the temperature in the passenger compartment rises until the value HI is reached (maximum heating).

Pressing the button **-** the temperature in the passenger compartment decreases until the value LO is reached (maximum cooling).

IMPORTANT Specifically, if the heating fluid is not sufficiently warm, the fan will not start up at the maximum speed immediately to limit introducing excessively cool air into the passenger compartment.

Buttons +, –, F Adjusting fan speed

Pressing the buttons **+** or **-** respectively, the fan speed displayed on the display bars increases or decreases.

The fan can be cut off only if the compressor has been switched off (**B** button).

To restore automatic fan speed control, press the **AUTO** button.

Buttons – G H I Air distribution manual selection

By pressing the buttons, one of the five possible air flow distribution patterns can be selected:

-  to the windscreen and front side window vents to demist or defrost them.
-  air flow to the central and side dashboard vents to ventilate the chest and the face during the hot season.

KNOWING
YOUR CAR

SAFETY

STARTING
LIGHTS AND
DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

to the front seat footwell vents. Due to the natural tendency of heat to spread upwards, this type of distribution warms the passenger compartment up as quickly as possible, providing an immediate feeling of warmth.

distribution between feet area vents (warmer air) and dashboard vents (cooler air).

distribution between feet area vents and windscreen/side front window vents. This type of distribution achieves effective heating of the passenger compartment and prevents the windows from misting up.

The set air distribution is shown by the LEDs on the selected buttons.

To restore the automatic air distribution control, press the **AUTO** button.

Button – L Front window fast demisting/defrosting button

When the button is pressed the system activates all the functions required for fast demisting/defrosting:

- compressor switching-on (if the weather conditions are suitable);

- air recirculation switching-off;
- maximum air temperature setting (HI);
- fan speed enabling depending on the coolant temperature;
- air flow conveying to the windscreen and front side windows;
- heated rear window on.
- heated windscreen on (if present).

IMPORTANT The function stays on for approximately 3 minutes once the coolant is sufficiently warm

DEMISTING/DEFROSTING HEATED REAR WINDOW

Press button **M** to activate this function. Activation is indicated by lighting of warning light on the instrument panel.

This function is timed and it will turn off automatically after 20 minutes. Press button **M** again to disable the function in advance.

IMPORTANT Do not affix decals on the inside of the rear window over the heating filaments to avoid damage that might cause it to stop working properly.

DEMISTING/DEFROSTING HEATED WINDSCREEN

Press button **N** to activate this function. Activation is indicated by lighting of warning light on the instrument panel.

This function is timed and it will turn off automatically after 4 minutes. Press button **N** again to disable the function in advance.

SYSTEM SERVICING

In winter, the climate control system must be turned on at least once a month for about 10 minutes.

Have the system inspected at a Ford Dealership before the summer.



The system uses R134a coolant fluid which does not pollute the environment in the event of accidental leakage. Never use R12 fluid which is not compatible with the system components.





EXTERNAL LIGHTS

The left-hand stalk operates most of the external lights. The external lights can only be switched on when the ignition key is on **MAR-ON**. The instrument panel and the various dashboard controls will come on with the external lights.

Lights off fig. 30

Ring nut turned to position **O**.

SIDE LIGHTS fig. 30

Turn the ring nut to position .

The warning light  on the instrument panel comes on.

DIPPED BEAMS fig. 30

Turn the ring nut to position .

The warning light  in the instrument panel comes on.

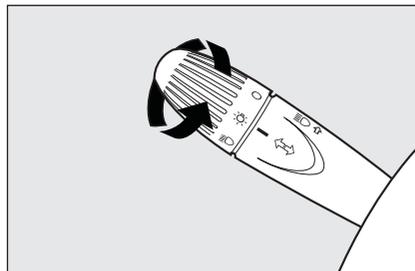


fig. 30

KA00108m

HIGH BEAMS fig. 30

With knurled ring in position , push the stalk forward toward the dashboard (steady position). The warning light  on the instrument panel will come on. Pulling the stalk towards the steering wheel, the high beams are turned off and the low beams on.

FLASHING fig. 30

You can flash the beams pulling the stalk toward the steering wheel (unstable position). The warning light  on the instrument panel will come on.

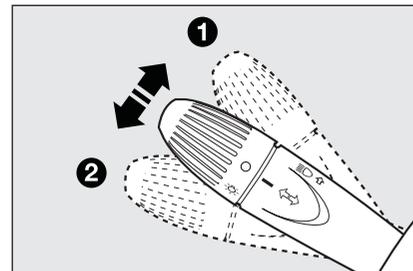


fig. 31

KA00109m

DIRECTION INDICATORS fig. 31

Place the lever in the (stable) position:

up (position **1**): activates the right direction indicator;

down (position **2**): activates the left direction indicator.

The warning light  or  flash on the instrument panel.

Indicators are switched off automatically when the steering wheel is straightened.

Lane change function

If you wish to signal a lane change, place the left lever in the unstable position for less than half a second. The direction indicator on the selected side flashes three times and then switches off automatically.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

“FOLLOW ME HOME” DEVICE

This allows the space surrounding the car to be lit up for a certain period of time.

Activation

With the ignition key on **STOP** or removed, pull the stalk towards the steering wheel within 2 minutes from when the engine is turned off.

Each time the stalk is moved, the lights stay on for an extra 30 seconds up to a maximum of 210 seconds; then the lights are switched off automatically.

Every time the stalk is operated, the warning light $\cong \text{D} \text{D} \cong$ on the instrument panel switches on. The display will show the time of activation.

The warning light comes on when the stalk is pulled for the first time and stays lit until the function switches itself off automatically. Each time the stalk is activated it increases the time that the lights remain on.

Deactivation

Keep the stalk pulled towards the steering wheel for more than two seconds.

WINDOW WASHING

The right stalk **fig. 32** controls windscreen wiper/washer and heated rear window wiper/washer operation.

WINDSCREEN WASHER/WIPER

The device can only work when the ignition key is at **MAR-ON**.

The stalk has five different positions (four speed levels):

- A** windscreen wiper off.
- B** intermittent operation.
- C** continuous slow operation.
- D** continuous fast operation.
- E** fast temporary operation (spring-return position).

The temporary fast function lasts as long as you manually keep the stalk in that position. The stalk returns to position **A** when it is released, automatically stopping the windscreen wipers.

“Smart washing” function

Pull the lever towards the steering wheel (unstable position) to operate the windscreen washer.

Keep the lever pulled to activate both the windscreen washer jet and the windscreen wiper with a single movement; the latter turns on automatically if you keep the lever pulled for over half a second.

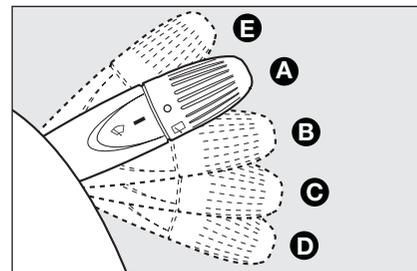


fig. 32

KA00111m

The windscreen wiper stops operating a few strokes after releasing the stalk; a further “cleaning stroke”, after a few seconds, completes the wiping operation.



Never use the windscreen wipers to remove layers of snow or ice from the windscreen. In these conditions, the windscreen wipers may be submitted to excessive effort resulting in the motor protection cutting in and wiper operation being inhibited for a few seconds. If rear window wiper operation is not reset, contact the Ford Dealership.





REAR WINDOW WASHER/ WIPER

The device can only work when the ignition key is at **MAR-ON**.

Turn the knurled ring to  to operate the rear window wiper.

With the windscreen wiper on, turn the ring nut to  to turn on the rear window wiper. In this case the wiper works (in the different positions) timed with the windscreen wiper, but at half speed. With the windscreen wiper on, engaging reverse gear will automatically turn the rear window wiper on, in continuous slow operation.

Operation stops when reverse is disengaged.



Do not use the rear window wiper to remove layers of snow or ice. In these conditions, the rear window wipers may be submitted to excessive effort resulting in the motor protection cutting in and wiper operation being inhibited for a few seconds. If the function is not reset, contact the Ford Dealership.

“Smart washing” function

Pushing the stalk towards the dashboard (unstable position) will activate the rear window washer.

Keep the stalk pressed, with just one movement, to operate the rear window washer jet and the rear window wiper itself; the latter automatically turns on if you keep the stalk pressed for more than half a second.

The rear window wiper stops working a few strokes after the lever is released; after a few seconds, a further cleaning stroke completes the wiping operation.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

ROOF LIGHT

FRONT ROOF LIGHT

The lens can be set to three positions:

- right side pressed: light always off
- left side pressed: light always on
- central position (neutral): the light turns on and off when the doors are opened or closed.

IMPORTANT Before getting out of the car, make sure the switch is on the central position: ensure that lights are off with doors closed in order to avoid draining the battery.

On same versions, light switching on and off occur only when the front driver side door is opened or closed.

When the doors are released with the remote control, a timer will be activated for about 10 seconds. When locking the doors using the remote control, the roof light goes off.

Roof light timing (lens central position)

Three different switching-on modes are provided:

- when opening one door a three-minute timing will start, to be repeated each time one door is opened;
- when removing the key from the ignition switching within two minutes from engine switch off, a 10 second timing is set;
- approximately 10-second timing will start when opening the doors (by both remote control or key into driver's door lock).

Three modes are provided for switching off:

- when closing all doors, the 3-minute timing will go off and a 10-second one will start. This timing will go off when turning the key to **MAR-ON**;
- when locking the doors (by both remote control or key into driver's door lock), the roof light goes off.
- the courtesy lights are turned off in any case after 15 minutes to preserve battery duration

LUGGAGE COMPARTMENT ROOF LIGHT

For versions fitted with boot light, it will turn on automatically when opening the tailgate and it will turn off at closing. The boot light has a 15 minute timer.



CONTROLS

HAZARD WARNING LIGHTS fig. 33

They turn on by pressing switch **A**, regardless of the position of the ignition key.

With the device on, warning lights  and  light up in the instrument panel.

To switch off, press button **A** again.

The use of hazard lights is governed by the Highway Code of the country you are in. Comply with legal requirements.

AUTO-START-STOP MANUAL ACTIVATION AND DEACTIVATION

For the manual activation and deactivation of the Auto-Start-Stop system **B**-fig. 33 refer to section "Auto-Start-Stop System" in this Owner Handbook.

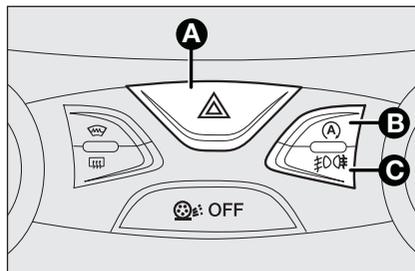


fig. 33

KA00167m

Emergency braking

During emergency braking, the hazard warning lights come on automatically and warning lights  and  in the panel come on at the same time.

The function switches off automatically when the nature of the braking changes.

This function complies with the relevant legislations currently in force.

FRONT/REAR FOG LIGHTS fig. 33 (where provided)

To turn on the front/rear fog lights, use the button **C** as follows:

- 1° Pressing: front fog lights on
- 2° Pressing: rear fog lamps on
- 3° Pressing: lights/lamps off.

When the front fog lights are on, the warning light  turns on on the instrument panel; when the rear fog lamps are on, the warning light  turns on in the instrument panel.

The front fog lights are activated when the dipped headlights are on.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

FUEL CUT-OFF SYSTEM

This intervenes in the case of an impact causing:

- cutting off fuel supply with resultant engine switching-off;
- automatically unlocking the doors;
- switching on of all interior lights.

When the system has been triggered, the message “Fuel cut off, see handbook” is displayed.

Carefully check the car for fuel leaks, for instance in the engine compartment, under the car or near the tank area.

After an impact, turn the ignition key to **STOP** to avoid draining the battery.

The following procedure should be carried out to restore the correct operation of the vehicle:

- turn the ignition key to **MAR-ON**;
- activate the right indicator;
- deactivate the right indicator;
- activate the left indicator;
- deactivate the left indicator;
- activate the right indicator;

- deactivate the right indicator;
- activate the left indicator;
- deactivate the left indicator;
- turn the ignition key to **STOP**.

The procedure is guided by the direction indicator warning lights on the control panel.



WARNING

If, after an impact, you smell fuel or notice leaks from the fuel system, do not reset the system to avoid the risk of fire.



INTERIOR FITTINGS

CIGAR LIGHTER (where provided)

fig. 34



WARNING

The cigar lighter gets very hot. Handle it carefully and make sure that children do not touch it: risk of fire and/or burns. Always check that the cigar lighter is switched off.

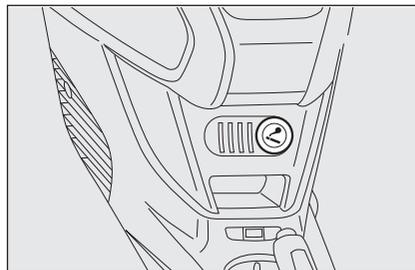


fig. 34

KA00122m

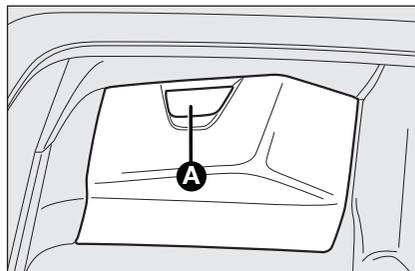


fig. 35

KA00040m

PASSENGER'S SIDE GLOVE COMPARTMENT fig. 35

To open the glove compartment, operate opening device **A**.



WARNING

Do not travel with the glove compartments open: risk of passenger's injury in case of accident.

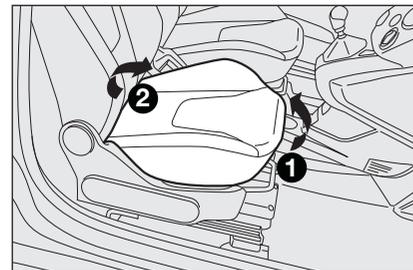


fig. 36

KA00031m

ODDMENT COMPARTMENT UNDER THE SEAT (where provided) fig. 36

In some versions, under the passenger seat there is an oddment compartment.

To access the oddment compartment, lift the front area of the cushion **1** to release it, then lift the back of the cushion **2** (on backrest side).

To close the oddment compartment, lower and insert under the backrest the rear of the cushion without forcing, then press on the front of the cushion until it snaps in position.

KNOWING
YOUR CAR

SAFETY

STARTING
LIGHTS AND
DRIVING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

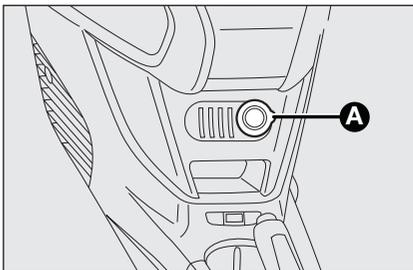


fig. 37

KA00032m

GLASS/BOTTLE HOLDER

Seats are present on the central tunnel for housing glasses and/or cans.

CURRENT SOCKET (where provided) fig. 37

The current socket is located on the central tunnel and is powered with ignition key on **MAR-ON**.

To use the socket, open the protection lid **A**.

Correct operation is ensured only if the connected devices are provided with homologated plugs, present on all the components of the Lineaccessori Ford.

IMPORTANT With the engine off and ignition key in **MAR-ON**, the extended use (for instance for over one hour) of accessories which drain much current may reduce battery efficiency and therefore cause misfiring.



Accessories with a maximum power of 180 W (maximum electrical input 15 A) can be connected to the socket.

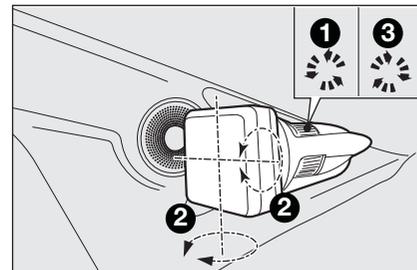


fig. 38

KA00131m

ADJUSTMENT MODE FOR COMMUNICATION CONSOLE BRACKET fig. 38 (where provided)

Proceed as shown in the figure for the adjustment.



DOORS

LOCK/RELEASE FROM OUTSIDE

fig. 39

To unlock

Rotate the key to **1** and pull the handle upward.

With central locking (where provided), the doors are unlocked simultaneously when the key is turned.

With remote control (where provided), press the button  to open the doors.

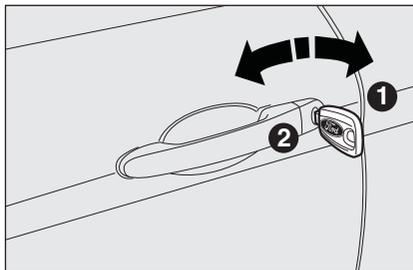


fig. 39

KA00033m

To lock

Rotate the key to **2** with fully closed door.

With central control (where provided), it is necessary that all doors are fully closed.

With remote control (where provided), press the button  to close the doors.

If one of the doors is not shut properly, simultaneous locking is disabled.

IMPORTANT If one of the doors is not properly closed or if there is a failure in the system, the central locking will not engage. If the operation is repeated 10/11 times in quick succession, the device is excluded for approximately 30 seconds.

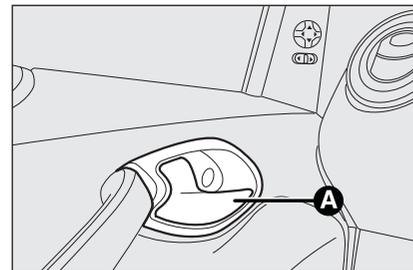


fig. 40

KA00192m

LOCK/RELEASE FROM INSIDE

fig. 40

To unlock

Pull the control lever **A**.

With central locking, operating the lever **A** on driver side releases all door locks.

For versions without central locking, each door is released independently.



WARNING

Before opening a door, ensure that you can do it in safe conditions.

Open the doors only when the car is stationary.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

To lock

With central locking push control lever **A** toward the door. Operating the lever **A** on driver side or the passenger side centrally locks the doors.

Operating on the passenger side door only, the doors can be locked, also with the door open, pushing lever **A** first and then closing the door.

With a mechanic lock, without central locking, the doors are locked by operating the individual control levers on each door.

POWER WINDOWS

FRONT POWER WINDOWS (where provided) fig. 41

They operate normally with ignition key on **MAR-ON** and for about 3 minutes after positioning the key on **STOP** or removing.

The two buttons are located besides the gearshift lever (one for each side); they control:

- A** opening/closing of the left front window;
- B** opening/closing of the right front window;

Holding the button pressed for a few seconds, the window automatically raises or lowers (only with key at **MAR-ON**). On the passenger side button, the automatic device operates only to lower the glass.



WARNING

Improper use of the power windows may be dangerous. Before and during their operation ensure that any passengers are not at risk from the moving glass either by personal objects getting caught in the mechanism or by being hit by it directly.

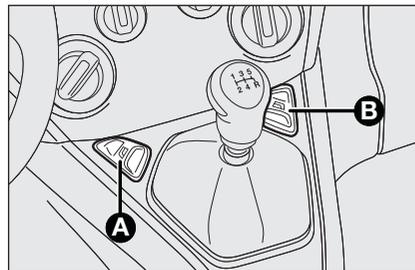


fig. 41

KA00035m



WARNING

When leaving the car, always remove the ignition key to avoid the risk of injury of people still on board due to accidental operation of the power windows.

MANUAL WINDOW WINDERS

On some versions windows are operated by window winders.

To open/close, operate the handle.





BOOT

TAILGATE OPENING

By means of the key without remote control fig. 42

To release the lock, use the metal insert of the ignition key **A**. Tailgate opening is eased by the action of the side gas struts.

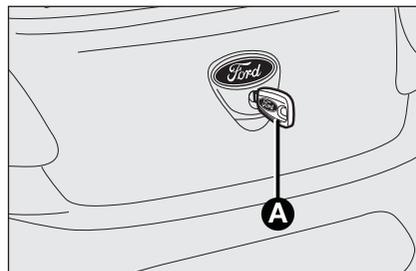


fig. 42

KA00036m

Electric key (soft touch) fig. 43 (for versions/markets, where provided)

On some versions, the tailgate (when released) can be opened only from outside the car operating on the opening electric button **B**.

The tailgate can be opened at any time, if the doors are unlocked.

To open it, enable the button, opening one of the front doors or unlocking the doors by the remote control or using the key without remote control.

If the boot is not shut properly the instrument panel warning light  (if any) will come on.

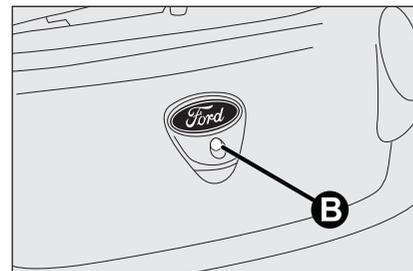


fig. 43

KA00160m

TAILGATE CLOSURE

To close, lower the tailgate by pressing near the lock until you hear it click.



WARNING

Never exceed the maximum allowed load in the boot (see “Technical Specifications”). Make sure that the objects are well arranged in the boot so that they will not be projected forwards following sudden braking.

Do not travel with the tailgate open: exhaust gas may enter the passenger compartment.

By means of key with remote control (where provided)

Press button  twice.

The direction indicators will blink twice when the tailgate is opened.

KNOWING
YOUR CAR

SAFETY

STARTING
LIGHTS AND
DRIVING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

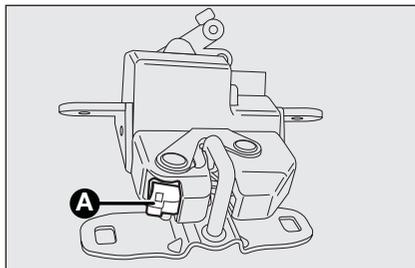


fig. 44

KA00037m

**WARNING**

If you are travelling in areas with few filling stations and you want to transport fuel in a spare tank, comply with the law by using only an approved, suitably secured tank. In the event of a collision the fire risk is increased all the same. Take care not to knock objects on the roof rack when opening the tailgate.

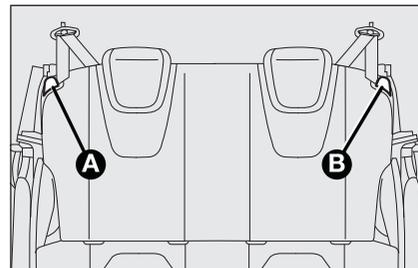


fig. 45

KA00019m

OPENING THE TAILGATE IN AN EMERGENCY fig. 44

To open the tailgate from the passenger's compartment if the car battery is flat or the electric tailgate lock is faulty, proceed as follows (see "Extending the boot" in this chapter):

- remove the rear head restraints;
- tilt the backrests;
- to achieve tailgate automatic unlock, from inside the boot, operate lever **A**.

EXTENDING THE BOOT**Partial extension (50/50) (where provided) fig. 45**

The split rear seats allow partial or total boot extension.

Proceed as follows:

- Lift out rear seat head restraints (where provided) with backrest released and tilted toward the passenger compartment;

- check that the seat belt is not twisted;
- lift handle **A** or **B**-fig. 45 to release either the left or right part of the backrest and guide the backrest down onto the cushion.

IMPORTANT To return the backrest to its correct position, we recommend to operate from the external doors.

Total extension

Tilting the rear seat completely forwards allows maximum loading volume.

Proceed as follows:

- remove the rear seat head restraints (where provided);
- check that the seat belts are not twisted;
- operate levers **A** and **B**-fig. 45 to release the backrests and guide them onto the cushion.

IMPORTANT To return the backrest to its correct position, we recommend to operate from the external doors.





Repositioning the rear seat

Raise the seat backrests and push them back until hearing the locking click of both retainers.

Position the seat belt buckles up.

IMPORTANT When returning the backrest to the position of use, make sure it is correctly fastened and you hear the lock click.

Make sure the backrest is properly secured at both sides to prevent it moving forward in the event of sharp braking that may cause injuries to passengers.

REMOVING THE PARCEL SHELF

To remove the rear shelf, release it from its two side pins and pull it out.

BONNET

Opening fig. 46-47-48

Proceed as follows:

- pull lever **A** in the direction of the arrow;
- move to the right the lever **B** as shown in figure;
- lift the bonnet and at the same time release the support rod **C** from its locking device **D**, then insert the end of the rod in the seat **E** of the bonnet (bigger hole) and push to safety position (smaller hole), as shown in figure.

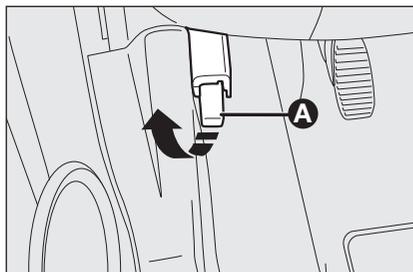


fig. 46

KA00038m

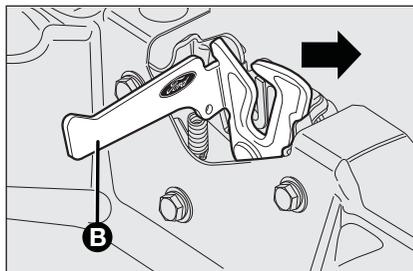


fig. 47

KA00039m



WARNING

The bonnet may drop suddenly if the supporting rod is not positioned properly. Perform these operations when the car is stationary only.

KNOWING
YOUR CAR

SAFETY

STARTING
LIGHTS AND
DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

**WARNING**

Before lifting the bonnet, ensure that the wiper arm is not lifted from the windscreen.

**WARNING**

With hot engine, operate with caution inside the engine compartment to avoid burns. Do not place your hands close to the fan: it might start working even with the ignition key removed. Wait for engine cooling.

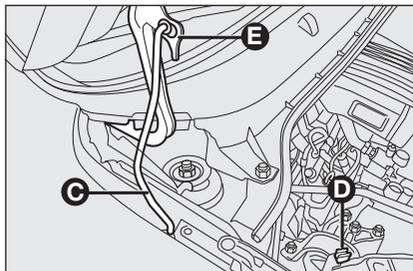


fig. 48

KA00114m

**WARNING**

Pay attention to scarves, ties and other loose fitting garments. If they accidentally touch moving parts, they may get dragged with serious risks for those who wear them.

Closing fig. 48

Proceed as follows:

- hold the bonnet up with one hand and with the other remove rod **C** from seat **E** and fit it back into its catch **D**;
- Lower the bonnet to approximately 20 centimetres from the engine compartment and let it drop. Make sure that the bonnet is completely closed and not only fastened by the safety catch by trying to open it. If it is not fully closed, open the bonnet and repeat the procedure. Do not simply press it.





WARNING

For safety reasons, the bonnet must always be properly closed while the car is travelling. Make sure that the bonnet is properly closed and that the lock is engaged. If you discover that the bonnet is not perfectly closed during travel, stop immediately and close the bonnet in the correct manner.

HEADLIGHTS

HEADLIGHT BEAM AIMING

The correct aiming of the headlights is important for the comfort and safety of not only the driver but all other road users. This is also covered by a specific rule of the highway code.

The headlights must be correctly aimed to guarantee the best visibility conditions for all drivers while travelling with headlights on.

Contact a Ford Dealership to have the headlights properly adjusted.

Check beam aiming every time the load or its distribution changes.

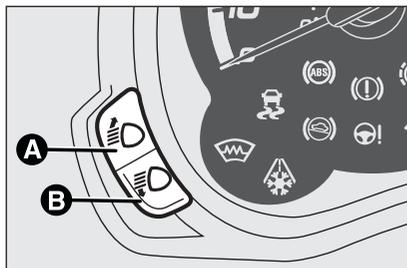


fig. 49

KA00223m

BEAM ADJUSTMENT fig. 49

The car is fitted with electric adjustment of the beams, operating with ignition key at **MAR-ON** and dipped headlights on.

When the car is loaded, it slopes backwards. This means the headlight beam rises.

In that case, it is necessary to perform beams adjustment with buttons **A** and **B**.

The display supplies a visual indication of positions.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

Correct positions depending on the load

Position **0** – one or two passengers on front seats.

Position **1** – four passengers.

Position **2** – four passengers + load in the boot.

Position **3** – driver + maximum admitted load in the boot.

ADJUSTING THE HEADLIGHTS WHEN ABROAD

Dipped headlights are adjusted to drive in the country where the vehicle was originally purchased. When travelling in countries with opposite driving direction, to avoid dazzling the drivers on the other side of the road, you need to cover areas of the headlight according to the Highway code of the country you are travelling in.

ALIGNMENT OF FRONT FOG LIGHTS (where provided)

Contact a Ford Dealership to have the headlights properly adjusted.





ABS SYSTEM

This system, an integral part of the braking system, which prevents the wheels from locking when braking, makes the most of road grip and gives the best control when emergency braking under difficult road conditions.

The EBD system (Electronic Braking Force Distribution) completes the system allowing the brake force to be distributed between the front and rear wheels.

IMPORTANT To get the maximum efficiency of the braking system, a bedding-in period of about 500 km is needed: during this period it is better to avoid sharp, repeated and prolonged braking.

ABS SYSTEM INTERVENTION

The driver can feel that the ABS system has come into action because the brake pedal pulsates slightly and the system gets noisier: it means that the car speed should be altered to suit the type of road surface.



WARNING

When the ABS cuts in and you feel the brake pedal pulsating, do not raise your foot, but keep it pressed; in doing so you will stop in the shortest amount of space possible depending on the current road conditions.



WARNING

The ABS system exploits the tyre-road grip at best, but it cannot improve it. Therefore, you should take great care when driving on slippery surfaces without taking unnecessary risks.

FAILURE WARNINGS

ABS failure

This is indicated by the turning on of warning light  on the instrument panel together with the dedicated message on the multifunction display (where provided), (see section “Warning lights and messages”).

In this case, the braking system will still be effective, although without the extra capacity offered by the ABS system. Drive carefully to the nearest Ford Dealership to have the system checked.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

EBD failure

EBD failure is indicated by the turning on of warning lights  and  on the instrument panel together with the dedicated message on the reconfigurable multifunction display, see section “Warning lights and messages”.

In this case, the rear wheels may suddenly lock and the vehicle may swerve when braking sharply. Drive carefully to the nearest Ford Dealership to have the system checked.



WARNING

If warning light  only lights up on the instrument panel, (with a message on the reconfigurable multifunction display, where provided), immediately stop the car and contact the nearest Ford Dealership. Leakage of hydraulic fluid from the braking system will compromise the operation of the braking system, whether it is of the conventional type or with ABS.

ESP SYSTEM (Electronic Stability Program) (where provided)

This is an electronic system controlling car stability in the event of tyre grip loss, helping to maintain directional control.

The ESP system is therefore particularly useful when grip conditions of road surfaces change.

With the ESP, the car is provided with ASR (traction control with interventions on brakes and engine), HILL HOLDER (device for starting on gradients without using the brakes), MSR (control of engine braking torque when shifting gear down) and HBA (automatic increase of braking pressure in the case of emergency braking).

SYSTEM INTERVENTION

It is signalled by the blinking of the warning light  on the instrument panel, to inform the driver that the car is in critical stability and grip conditions.





System engagement

The ESP system comes on automatically when the vehicle is started and cannot be turned off.

Failure warnings

In the event of a failure, the ESP system will be automatically switched off and warning light  will appear on the instrument panel along with a message on the reconfigurable multifunction display (where provided). The LED on the **ASR OFF** button will light up. Contact Ford Dealership.



WARNING

Do not take unnecessary risks, even if your vehicle is fitted with an ESP system. Your driving style must always be suited to the road conditions, visibility and traffic. The driver is ultimately responsible for road safety.

HILL HOLDER SYSTEM (where provided)

It is integral to the ESP system. It automatically activates with the following conditions:

- uphill: car at a standstill on a road with a gradient higher than 2%, engine running, clutch and brake pedal pressed, gearbox in neutral or engaged gear other than reverse.
- downhill: car at a standstill on a road with a gradient higher than 2%, engine running, clutch and brake pedal pressed and reverse gear engaged.

When setting off the ESP system control unit will keep brake force on wheels until the torque necessary for starting is reached, or in any case for max. 2 seconds in order to pass easily from the brake pedal to the accelerator pedal.

When two seconds have elapsed, without starting, the system is automatically deactivated, gradually releasing the braking pressure. During this release stage, the typical mechanical brake release noise can be heard, indicating that the car is about to move.

Failure warnings

A system failure is indicated by the turning on of warning light  on the instrument panel together with the dedicated message on the multifunction display (where provided), see section “Warning lights and messages”.



WARNING

The Hill Holder system is not a parking brake, therefore do not leave the car without activating the handbrake, switching off the engine, and engaging first gear.



WARNING

If the space-saver wheel is used, the ESP system keeps operating. Always remember that the space-saver wheel, being smaller than the original wheel, provides less grip.

For the correct operation of the ESP and ASR systems, the tyres must absolutely be the same make and type on all wheels, in perfect conditions and, above all, of the type, make and size specified.

KNOWING
YOUR CAR

SAFETY

STARTING
LIGHTS AND
DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX





ASR SYSTEM (Antislip Regulation) (where provided)

This is integral to the ESP system and automatically intervenes if one or both drive wheels slip, helping the driver to control the car.

The action of the ASR system is particularly helpful in the following circumstances:

- slipping of the inner wheel when cornering due to the effect of dynamic load changes or excessive acceleration;
- too much power transmitted to the wheels also in relation to the conditions of the road surface;
- acceleration on slippery, snowy or icy surfaces;
- in the event of loss of grip on a wet surface.

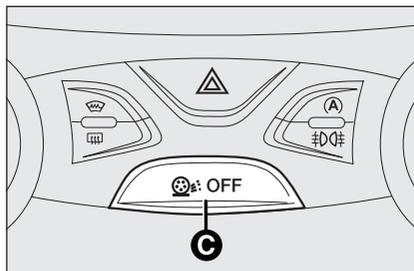


fig. 50

KA00193m

MSR system (engine braking torque control)

This is an integral part of the ASR system that, in the event of a sudden gear downshifting, cuts in and provides torque to the engine thus preventing excessive drive wheel drive which, especially in poor grip conditions, can lead to loss of stability.

Switching the ASR system on/off fig. 50

The ASR can work only when the ignition key is on MAR-ON.

Whilst driving, the ASR can be switched off and subsequently switched on again by pressing the **C** ASR OFF button.

When the system is active, a message on the reconfigurable multifunction display (where provided) is displayed.

When the system is not active, the LED on the button ASR OFF turns on and a message on the reconfigurable multifunction display (where provided) is displayed. When the ASR is switched off whilst driving, the next time the car is started up the ASR is automatically switched on by the system.

When travelling on snowy roads with snow chains, it may be helpful to turn the ASR off: in fact, in these conditions, slipping of the drive wheels when moving off makes it possible to obtain better traction.





EOBD SYSTEM

The EOBD system (European On Board Diagnosis) carries out a continuous diagnosis of the components of the car related to emissions. It also alerts the driver, by turning on the warning light  on the instrument panel (together with relevant message on the multifunction display, where provided), when these components are no longer in peak conditions (see section “Warning lights and messages”).

The goal of the system is to:

- keep the system efficiency under control;
- warn when a failure causes emissions levels to increase;
- warn of the need to replace deteriorated components.

The system also has a diagnosis connector that can be interfaced to suitable instruments, to read the error codes stored in the control unit together with a series of specific parameters for engine operation and diagnosis.

This check can also be carried out by traffic control authorities.

IMPORTANT After eliminating the problem, to check the system completely, Ford Dealerships are obliged to run a bench test and, if necessary, road tests which may also call for a long journey.



Go to a Ford Dealership as soon as possible if the warning light  does not light up when the key is turned to MAR-ON or if, during car travel, the warning light comes on either steady or blinking (along with a message on the display). The operation of the warning light  may be checked by the traffic control authorities using specific devices. Always comply with the traffic regulations in force in the country where you are driving.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

PARKING SENSORS (where provided)

Parking sensors are located in the rear bumper **fig. 51** and their function is to inform the driver, through an intermittent buzzer, about the presence of obstacles behind the car.

ACTIVATION

The sensors are automatically activated when the reverse gear is engaged. As the distance from the obstacle behind the car decreases, the beeping becomes more frequent.

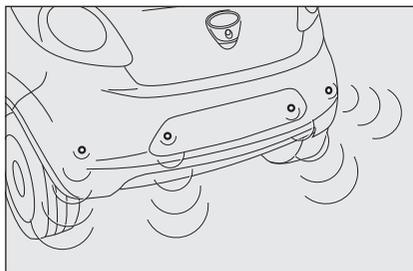


fig. 51

KA00042m

BUZZER WARNING

When reverse gear is engaged and there is an obstacle behind the car a buzzer is activated and the signal varies as the distance of the obstacle from the bumper varies.

The beep frequency:

- becomes louder as the distance between car and obstacle decreases;
- becomes continuous when the distance between the car and the obstacle is less than around 30 cm and stops immediately if the distance increases;
- is constant if the distance is unvaried; if this situation concerns the side sensors, the buzzer will stop after about 3 seconds to avoid, for example, warning indications in the event of manoeuvres along walls.

If several obstacles are detected by the sensors, only the nearest one is considered.

FAILURE WARNINGS

Parking sensor failures, if any, will be indicated when engaging reverse by the turning on of the instrument panel warning light  together with the message on the multifunction display, where provided (see section "Warning lights and messages").



For correct operation, sensors must always be clean from mud, dirt, snow or ice. Be careful not to scratch or damage the sensors while cleaning them. Avoid using dry, rough or hard cloths. The sensors should be washed using clean water with the addition of car shampoo if necessary. When using special washing equipment such as high pressure jets or steam cleaning, clean the sensors very quickly keeping the jet more than 10 cm away.





GENERAL WARNINGS

- ❑ When parking, watch out for obstacles that may be above or under the sensors.
- ❑ Sometimes, objects placed close to the car are not detected and could therefore cause damage to the car or be damaged themselves.

Some of the conditions that could affect the performance of the parking system are described below:

- ❑ Reduced sensor sensitivity and a reduction in the parking assistance system performance could be due to the presence on the surface of the sensor of: ice, snow, mud, thick paint.
- ❑ The sensor may detect a non-existent obstacle (echo interference) due to mechanical interferences, for example when washing the vehicle, rain (strong wind), hail.
- ❑ Signals sent by the sensor may be altered by the presence in the vicinity of ultrasound system (e.g. the air brakes of trucks or air hammers).

- ❑ The performance of the parking assistance system could be affected by the position of the sensors, e.g. by altering attitude (due to wear of shock absorbers and suspension) or by changing tyres, overloading the car or setting special geometries that require the car to be lowered.



WARNING

Parking manoeuvres however are always the driver's responsibility. While manoeuvring, always make sure that no people (especially children) or animals are in the area concerned. The parking sensors are designed to assist drivers: in any case, you must always pay the utmost attention during potentially dangerous manoeuvres, even when carried out at low speed.



WARNING

When repainting the bumpers or touching up paint in the sensor area, contact Ford Authorised Services only. Incorrect paint application could affect the operation of the parking sensors.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

AUTO-START-STOP SYSTEM

INTRODUCTION

The **Auto-Start-Stop** device automatically stops the engine each time the vehicle is stationary and starts it again when the driver wants to resume driving.

This improves the efficiency of the vehicle by reducing fuel consumption, the emission of harmful gases and noise pollution.

The system operates every time the car is started.

Note if climate comfort is to be favoured, the Start&Stop system can be disabled, for a continuous operation of the climate control system.

OPERATING MODES

Engine stopping mode

With the vehicle stationary, the engine stops with the gearbox in neutral and the clutch pedal released.

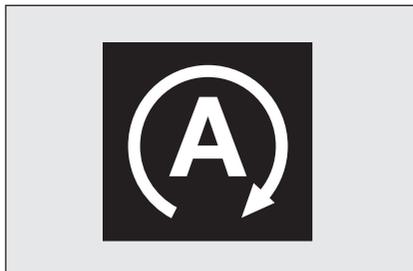


fig. 52

KA00168m

Note The Auto-Start-Stop function is automatically turned off if the speed of 10 km/h is not exceeded for about 2 seconds, to prevent the engine from being repeatedly stopped when driving at walking pace.

The engine being stopped is signalled by a symbol **fig. 52** on the display.

Engine restarting mode

Depress the clutch pedal to restart the engine.

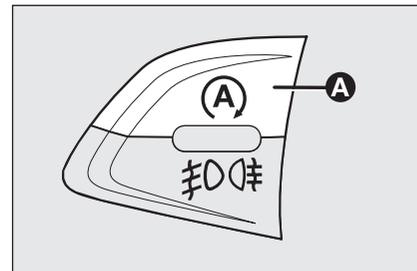


fig. 53

KA00169m

MANUAL ACTIVATION AND DEACTIVATION

The device can be activated/deactivated through the button in the dashboard **A-fig. 53**. The system is usually on; if the warning light **fig. 52** on the instrument panel is on, the system is off. In addition, on the versions where provided, additional information concerning the deactivation or activation of the Auto-Start-Stop is given through a message in the display.





ENGINE STOPPING FAILURE CONDITIONS

With the device activated, for reasons of comfort, limiting emissions and safety, the engine does not stop in certain conditions, including:

- engine still cold;
- particularly cold outside temperatures;
- battery not sufficiently charged;
- particulate filter regeneration in progress (diesel engines only);
- driver's door not shut;
- driver's seat belt not fastened;
- reverse gear engaged (for example, for parking manoeuvres);
- automatic climate control is on and a comfortable temperature has not yet been reached or MAX – DEF function enabled;

- during the first period of use, to initialize the system.

In the above cases, a message appears in the display and, where provided, the warning light **fig. 52** flashes.

RESTARTING CONDITIONS

For reasons of comfort, limiting harmful emissions and safety purposes, the power unit can restart automatically without any action on the part of the driver if certain conditions are met, including:

- battery not sufficiently charged;
- reduced braking system vacuum, e.g. following the brake pedal being pressed repeatedly;
- car moving, for example in cases when driving on roads with a gradient;
- stopping the engine through the Auto-Start-Stop system for more than about three minutes.
- automatic climate control system for establishing a comfortable temperature or enabling the MAX – DEF function.

With a gear engaged, the engine can be automatically restarted only by fully depressing the clutch pedal. The driver is asked to perform this operation through a message in the digital display and, where provided, by the icon **fig. 52** in the digital display flashing

Note If the clutch is not pressed, when three minutes have elapsed since the engine was stopped, the engine can only be restarted using the key.

Note: In cases when the engine stops and this is not desired, due for example to the clutch pedal being released sharply with a gear engaged, if the Auto-Start-Stop system is activated, the engine can be restarted by fully depressing the clutch pedal or by placing the gear lever in neutral.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

SAFETY FUNCTIONS

In engine cut-out conditions through the Auto-Start-Stop system, if the driver unfastens his seat belt and opens the driver's door or the passenger door, the engine can only be restarted using the key.

The driver is notified of this condition both by a buzzer and through an information message in the digital display and, where provided, by the icon **fig. 52** in the digital display flashing.

"ENERGY SAVING" FUNCTION

If, after the engine has been automatically restarted, the driver does not take any action for a period of about three minutes, the Auto-Start-Stop system will definitively stop the engine to avoid fuel consumption. The engine can only be started using the key in such cases.

Note In any case, it is possible to keep the engine running by deactivating the Auto-Start-Stop system.

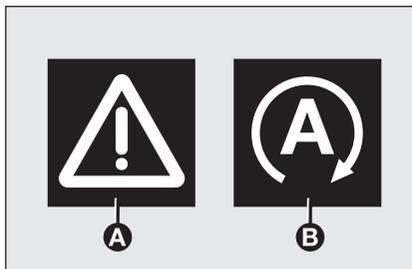


fig. 54

KA00170m

OPERATING IRREGULARITIES

In the case of malfunction the Auto-Start-Stop system is deactivated. The driver is informed of the problem by the general failure warning light **A-fig. 54**, where provided, coming on together with an information message and the system failure symbol **B-fig. 54** in the instrument panel.

In this case, contact a Ford Dealership.

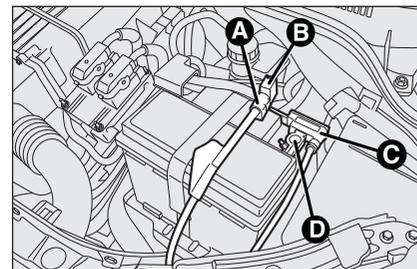


fig. 55

KA00179m

INACTIVITY OF THE CAR

Fig. 55

If the vehicle is inactive, special care must be taken to disconnect the battery electrical power supply. Proceed as follows: detach the connector **A-fig. 55** (by pressing button **B**) from sensor **C** for monitoring the battery status installed on the battery negative pole **D**. This sensor should never be disconnected from the pole except if the battery is replaced.



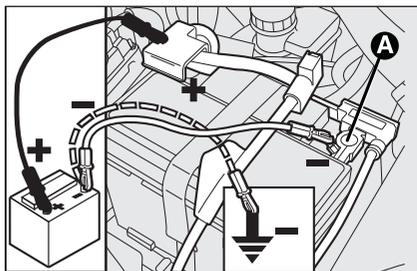


fig. 56

KA00180m

**WARNING**

When replacing the battery, always contact a Ford Dealership. Replace the battery using a new one of the same type (HEAVY DUTY) and having the same specifications.

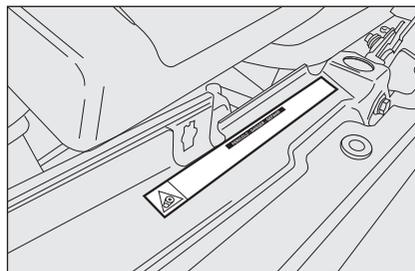


fig. 57

KA00176m

JUMP STARTING fig. 56

When jump starting, never connect the negative lead (-) of the auxiliary battery to the negative pole (-) of the car battery, rather to an engine/gearbox earth point.

WARNINGS**WARNING**

Before opening the bonnet, make sure that the car is switched off and the key is in the STOP (OFF) position. Follow the instructions on the plate near the front crossmember fig. 57. It is advisable to extract the key when there are other people in the car. Get off the vehicle only after having removed the ignition key or having rotated it to the STOP (OFF) position. When refuelling, make sure that the car is switched off with the key in the STOP (OFF) position.

IMPORTANT After turning the ignition key to STOP and having closed the driver's side door, wait at least one minute before disconnecting and then reconnecting the battery electrical supply.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

iTPMS SYSTEM (indirect Tyre Pressure Monitoring System)

(for versions/markets, where provided)

DESCRIPTION

The vehicle can be equipped with the iTPMS (indirect Tyre Pressure Monitoring System) which monitors the tyre inflation status thanks to wheel speed sensors.

The system warns the driver if one or more tyres are flat by switching on the (!) warning light on the instrument panel and a warning message on the display, along with an acoustic signal.

If one tyre only is flat, the system can indicate its position: it is in any case recommended to check the pressure on all four tyres.

This indication is displayed also when turning the engine off and on again until the Reset procedure is carried out.

RESET PROCEDURE

The iTPMS needs an initial “self-learning” phase (with length depending on the driving style and road conditions) which starts when the Reset procedure is carried out.

The Reset procedure must be carried out:

- whenever the tyre pressure is modified;
- when even only one tyre is changed;
- when tyres are rotated/inverted;
- when the space-saver wheel is fitted.

Before carrying out the Reset, inflate the tyres to the rated pressure values specified in the inflation pressure table (see “Wheels” paragraph in the “Technical specifications”).

If Reset is not carried out, in all above cases, the warning light (!) may give false indications on one or more tyres.

Setup (see paragraph “Multifunctional display” in this chapter): when reset is complete, the display will show a message stating that the self-learning procedure has been started.

OPERATING CONDITIONS

The system is active for speeds above 15 km/h.

In a few situations such as sporty driving, particular conditions of the road surface (e.g. icy, snowy, unsurfaced roads) the signalling may be delayed.

Under special conditions (e.g. car loaded asymmetrically on one side, towing a trailer, damaged or worn tyre, fitting the space-saver wheel, use of the automatic quick tyre repair kit, fitting snow chains, fitting different tyres on the axles) the system may give false indications or be temporarily deactivated.

If the system is temporarily deactivated, (!) warning light flashes for about 75 seconds and then is continuously on; at the same time, the display shows a dedicated message.

This indication is displayed also after the engine has been switched off and then on again if the correct operating conditions are not restored.



**WARNING**

If the system signals a pressure decrease on a specific tyre, it is recommended to check the pressure on all four tyres.

iTPMS system does not relieve the driver from the obligation to check the tyre pressure every month; it is not to be considered a system to replace maintenance or a safety system.

Tyre pressure must be checked with tyres cold. Should it become necessary for whatever reason to check pressure with warm tyres, do not reduce pressure even though it is higher than the prescribed value, but repeat the check when tyres are cold.

The iTPMS cannot indicate sudden tyre pressure drops (for example when a tyre bursts). In this case, stop the car, braking with caution and avoiding abrupt steering. The system only warns that the tyre pressure is low: it is not able to inflate them.

Insufficient tyre inflation increases fuel consumption, reduces the tread duration and may affect the capacity to drive safely.

SOUND SYSTEM (where provided)

For the operation of the radio with CD/MP3 player (where provided), read the instructions for use given in the supplement attached to the Owner Handbook.



If a radio is installed after car purchase, refer to the Ford Dealership for tips to safeguard battery durability.

Excessive loadless absorption damages the battery and may void the battery warranty.

SETUP SYSTEM (where provided)

The radio setup system is composed of:

- radio supply leads;
- front speaker power leads;
- aerial lead;
- radio housing;
- aerial on car roof.

RADIO (where provided)**Speakers for Basic Audio specification***Front speakers*

No. 2 tweeters dia. 38 mm;
No. 2 mid-woofer speakers with dia. 165 mm.

Rear speakers

No. 2 full-range speakers with dia. 130 mm.

Speakers for HiFi Audio specification (if fitted)*Front speakers*

No. 2 tweeters dia. 38 mm;
No. 2 mid-woofer speakers with dia. 165 mm.

Rear speakers

No. 2 full-range speakers with dia. 130 mm;
No. 1 amplifier.
No. 1 bass box.

AUX-IN SOCKET (where fitted)

This is located on the central console for connection of an external source (e.g. MP3).

KNOWING YOUR CAR

SAFETY

STARTING LIGHTS AND DRIVING

WARNING LIGHTS AND MESSAGES

IN AN EMERGENCY

SERVICING AND CARE

TECHNICAL SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

ACCESSORIES PURCHASED BY THE OWNER

If, after buying the car, you decide to install electrical accessories that require a permanent electric supply (alarm, satellite antitheft system, etc.) or accessories that in any case burden the electric supply, contact Ford Dealership, whose qualified personnel, besides suggesting the most suitable devices belonging to Lineaccessori Ford, will also evaluate the overall electric absorption, checking whether the car's electric system is able to withstand the load required, or whether it needs to be integrated with a more powerful battery.

ELECTRICAL/ELECTRONIC DEVICE INSTALLATION

Electrical and electronic devices installed after buying the vehicle and available as after-sales must carry the following label:



Ford Motor Company authorises the installation of transceiving devices provided that they are installed according to rules of good engineering practice respecting the manufacturer's indications by a specialised centre.

IMPORTANT Installation of devices resulting in modifications of vehicle characteristics may cause driving license seizing by traffic control authorities and also the lapse of the warranty for defects due to the above mentioned modification or either directly or indirectly related to it.

Ford Motor Company shall not be liable for damage caused by the installation of accessories either not supplied or recommended by Ford Motor Company. and/or installed in compliance with the provided instructions.

RADIO TRANSMITTERS AND MOBILE PHONES

Radio transmission equipment (e.g.: ETACS mobile phones, CB radio systems and so on) should not be used inside the vehicle unless a separate aerial roof-mounted is fitted.

IMPORTANT The use of similar devices inside the passenger compartment (without an external aerial) may, in addition to potential damage to the health of the passengers, cause malfunctions in the vehicle electronic systems, compromising the safety of the vehicle.

In addition, transmission and reception of these devices may be affected by the shielding effect of the vehicle body.

As far as the use of EC-approved mobile phones is concerned (GSM, GPRS, UMTS), follow the usage instructions provided by the mobile phone manufacturer.





REFUELLING THE CAR

PETROL ENGINES

Use unleaded petrol only, with octane number (R.O.N.) not lower than 95.

IMPORTANT An inefficient catalytic converter leads to harmful exhaust emissions, thus contributing to air pollution.

IMPORTANT Never use leaded petrol, even in small amounts or in an emergency, as this would damage the catalytic converter beyond repair.

DIESEL ENGINES

Operation at low temperatures

If the outside temperature is very low, diesel thickens due to the formation of paraffin clots with consequent defective operation of the fuel supply system.

In order to avoid these problems, different types of diesel fuel are distributed according to the season: summer type, winter type and arctic type (cold/mountain areas).

When using or parking the vehicle for a long time in the mountains or cold areas, it is advisable to refuel using locally available diesel fuel.

In this case, it is also advisable to keep the tank over 50% full.



For diesel engines, use only diesel fuel for motor vehicles in accordance with EN590 European specifications.

The use of other products or mixtures may damage the engine beyond repair and consequently invalidate the warranty, due to the damage caused. If you accidentally introduce other types of fuel into the tank, do not start the engine and empty the tank. If the engine has run, even for a very short time, you will need to have the entire fuel system emptied in addition to the tank.

REFUELLING CAPACITY

To fill the tank completely, top-up twice after the first click of the fuel delivery gun. Further top-ups could cause failures in the fuel feeding system.

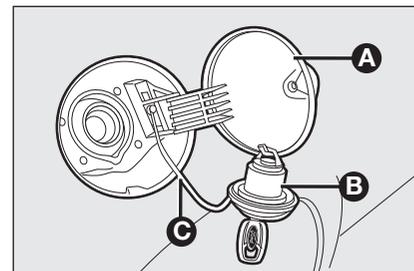


fig. 58

KA00043m

FUEL FILLER CAP fig. 58

The cap **B** is provided with a loss prevention device **C** which secures it to the lid **A**.

Using the ignition key, undo the cap **B** turning it counterclockwise. The sealing may cause a slight pressure increase in the tank. A little breathing off, while slackening the cap is absolutely normal. When refuelling, fasten the cap to the device inside the flap as shown in the diagram.



WARNING

Do not bring naked flames or lit cigarettes near to the fuel tank opening: fire risk. Keep your face away from the fuel filler to prevent breathing in harmful vapours.

KNOWING
YOUR CAR

SAFETY

STARTING
LIGHTS AND
DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

PROTECTING THE ENVIRONMENT

The following devices are used for reducing petrol fuel engine emissions:

- three-way catalytic converter;
- oxygen sensors;
- evaporation control system.

In addition, do not let the engine run, even for a test, with one or more spark plugs disconnected.

The following devices are used for reducing diesel fuel engine emissions:

- oxidising catalytic converter;
- exhaust gas recirculation system (EGR);
- diesel particulate filter (DPF).



WARNING

The catalytic converter develops high temperature during operation. Do not park the vehicle on grass, dry leaves, pine needles or other flammable material: fire hazard.

DIESEL PARTICULATE FILTER (DPF) (for 1.3L Duratorq versions)

The Diesel Particulate Filter is a mechanical filter, integral with the exhaust system, that physically traps particulates present in the exhaust gases of diesel engines.

The diesel particulate filter has been adopted to eliminate almost all particulates in compliance with current/future legal regulations.

During normal use of the vehicle, the engine control unit records a set of data (e.g.: travel time, type of route, temperatures, etc.) and it will then calculate how much particulate has been trapped by the filter.

Since this filter physically traps particulate, it should be regenerated (cleaned) at regular intervals by burning carbon particles.

The regeneration procedure is controlled automatically by the engine management control unit according to the filter conditions and car use conditions.

There may be a limited increase in the engine idle speed during the regeneration, a limited increase in fumes and high temperatures at the exhaust.

These are not failures; they do not impair vehicle performance or damage the environment. If the dedicated message is displayed, refer to paragraph "Warning lights and messages".





SAFETY

SEAT BELTS	70
– SBR SYSTEM	70
PRETENSIONERS	71
CARRYING CHILDREN SAFELY	73
– Fitting the “Universal” child restraint system.....	74
ASSEMBLY SETUP	
ISOFIX CHILD RESTRAINT SYSTEMS	76
FRONT AIRBAGS	78
SIDE AIRBAGS (Side bag - Window bag)	82

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

SEAT BELTS

USING THE SEAT BELTS

fig. I

The seat belt should be worn keeping the chest straight and rested against the backrest.

To fasten the seat belts, hold the tongue **A** and insert it into the buckle **B**, until the locking click is heard. If the seat belt jams during removal, let it rewind for a short stretch, then pull it out again without jerking.

To unfasten the seat belts, press button **C**. Guide the seat belt while it is rewinding, to prevent it from twisting. Through the retractor, the seat belt automatically adapts to the body of the occupant wearing it, allowing freedom of movement.



WARNING

Never press button C when travelling.

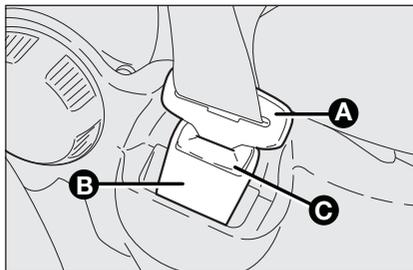


fig. I

KA00044m

The retractor may lock when the car is parked on a steep slope: this is normal. Furthermore, the retractor mechanism locks the belt if it is pulled sharply or in the event of sudden braking, collisions and high-speed bends. The rear seat is fitted with inertia seat belts with three anchor points and a retractor.

Wear the rear seat belts as shown in figure 1a.



WARNING

Remember that in the event of a violent impact the rear seat passengers not wearing seat belts are exposed to a very serious risk and also represent a serious danger for the front seat occupants.

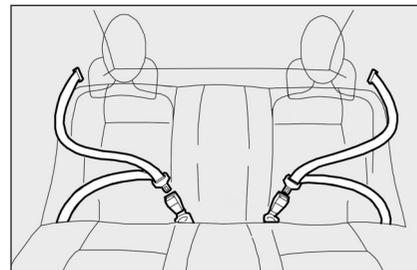


fig. 1a

KA00226m

SBR SYSTEM

The car is provided with the SBR (Seat Belt Reminder) system, which warns the driver and the front passenger if the seat belt is not buckled, as follows:

- warning light  turns on steady and continuous activation of the beeper for the first 6 seconds;
- warning light  blinks and intermittent activation of the beeper for the next 90 seconds;

Contact a Ford Dealership to deactivate/reactivate the SBR system.

The SBR system can be reactivated via the display set-up menu if the vehicle is equipped with a multifunction display.

The display shows the dedicated message.





PRETENSIONERS

To increase the efficiency of the seat belts, the car is fitted with pretensioners which, in the event of a violent front crash, ensure that the seat belt adheres perfectly to the wearer before the restraining action begins. The retractor locks to indicate that the pretensioner has intervened. The car is equipped with a second pretensioner (in the kick plate area). Its activation is signalled by the shortening of the metal cable.

IMPORTANT To obtain the highest degree of protection from the action of the pretensioner, wear the seat belt tight to the chest and pelvis.

The pretensioner does not require any maintenance or lubrication. Anything that modifies its original conditions invalidates its efficiency. If, due to unusual natural events (floods, sea storms, etc.), the device has been affected by water and mud, it must be replaced.



WARNING

The pretensioner may be used only once. Go to a Ford Dealership to have it replaced after it has been deployed.



Operations which lead to impacts, vibrations or localised heating (over 100°C for a maximum of six hours) in the area around the pretensioner may damage or deploy it. Contact a Ford Dealership should intervention be necessary.

LOAD LIMITERS

To increase the driver safety, the retractor contains a load limiter to dose the force acting on the chest and shoulders during the seat belt restraining action in the case of frontal collisions.

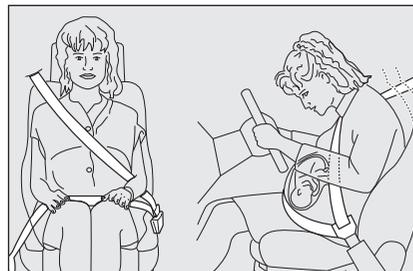


fig. 2

KA00224m

GENERAL INSTRUCTIONS FOR USING THE SEAT BELTS

The driver is responsible for complying with, and ensuring that all the other occupants of the car also comply with, the local laws in force in relation to the use of the seat belts. Always fasten the seat belts before setting off. Seat belts are also to be worn by pregnant women: the risk of injury in the case of impact is greatly reduced for them and the unborn child if they are wearing a seat belt. Pregnant women must position the lower part of the belt very low down so that it passes over the pelvis and under the abdomen (as indicated in **fig. 2**).

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

**WARNING**

For maximum safety, keep the back of your seat upright, lean back into it and make sure the seat belt fits closely across your chest and pelvis. Always fasten the seat belts on both the front and the rear seats! Travelling without wearing seat belts will increase the risk of serious injury or even death in the event of an accident.

**WARNING**

Under no circumstances should the components of the seat belts and pretensioners be tampered with or removed. Any operations must be carried out by qualified and authorised personnel only. Always go to a Ford Dealership.

The seat belt must not be twisted. The upper part must pass over the shoulder and cross the chest diagonally. The lower part must fit the hips (as shown in **fig. 3**) rather than the abdomen of the passenger. Do not use devices (clips, etc.) to hold the seat belt away from your body.

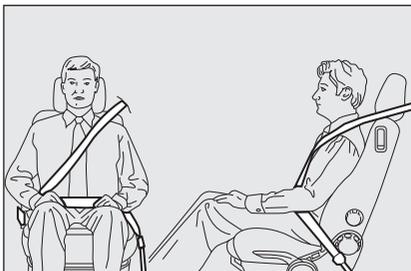


fig. 3

KA00046m

Each seat belt shall be used by one person only: never travel with a child sitting on the passenger's lap with a single belt to protect them both **fig. 4**. Do not fasten any other object to the body.

**WARNING**

If the seat belt has been subjected to a high level of stress, for example after an accident, it must be completely replaced together with the anchorages, anchorage fixing screws and pretensioner. In fact, even if the safety belt has no visible defects, it could have lost its resilience.



fig. 4

KA00047m

SEAT BELTS MAINTENANCE

For keeping the seat belts in efficient conditions, observe the following:

- always make sure the seat belt is well stretched and never twisted; make sure that it is free to run without obstructions;
- check seat belt operation as follows: attach the seat belt and pull it hard;
- replace the seat belt after an accident of a certain severity even if it does not appear to be damaged. Always replace the seat belt if the pretensioners were deployed;





- to clean seat belts, wash by hand with water and mild soap, rinse and leave to dry in the shade. Never use strong detergents, bleach, paints or any other chemical substance which could damage the belt fibres;
- prevent the retractors from getting wet: their correct operation is only guaranteed if water does not get inside;
- replace the seat belt when it shows significant wear or cuts.

CARRYING CHILDREN SAFELY

For optimal protection in the event of an impact, all occupants must be seated and wearing adequate restraint systems, including newborn and other children!

This prescription is compulsory in all EC countries according to EC Directive 2003/20/EC.

Compared with an adult, a child's head is larger and heavier in proportion to their body and the child's muscular and bone structures are not fully developed.

Therefore, correct restraint systems other than adult seat belts are necessary to reduce as much as possible the risk of injuries in the event of an accident, braking or a sudden manoeuvre.

Children must be seated safely and comfortably. As far as the characteristics of the child restraint systems used allow, you are advised to keep children in rear facing child restraint systems for as long as possible, since this is the most protected position in the event of an impact.

Several child restraint system types are available; always choose the one most suitable for the child. When over 1.50 m in height, from the point of view of

restraint systems, children are considered as adults and wear seat belts normally.

In Europe the characteristics of child restraint systems are ruled by the regulation ECE-R44, dividing them into five weight groups:

Group 0	- 0-10 kg in weight
Group 0+	- 0-13 kg in weight
Group 1	9-18 kg
Group 2	15-25 kg
Group 3	22-36 kg

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

**WARNING**

SEVERE DANGER: When an active passenger airbag is fitted, **DO NOT** install rear facing child restraint systems on the front seat. Deployment of the airbag in an accident could cause fatal injuries to the child regardless of the severity of the collision. It is advisable to always carry children in a child restraint system on the rear seat, which is the most protected position in the event of a collision.

**WARNING**

Should it be necessary to carry a child on the passenger side front seat in a rear facing child restraint system, the passenger side front airbag and side bag (for versions/markets, where provided) must be deactivated through the Setup menu. Deactivation should be verified by checking whether the warning light is switched on in the dashboard. Further, the front passenger's seat shall be adjusted in the most backward position to prevent any contact of the child's seat.

0-13 kg

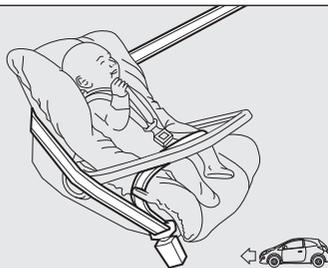


fig. 5

**WARNING**

The passenger airbag must be deactivated for the first time by a Ford Dealership. It is recommended to contact the Service network to enable the airbag deactivation function.

All restraint devices must bear the certification data, together with the control mark, on a label solidly fixed to the child restraint system which must never be removed.

Lineaccessori Ford includes child restraint systems for each weight group.

These devices are recommended having been specifically designed for Ford cars.

9-18 kg

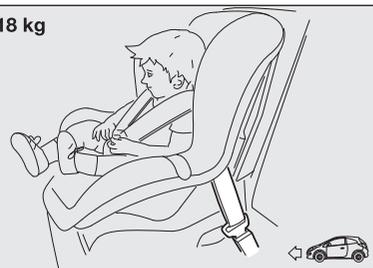


fig. 6

FITTING UNIVERSAL CHILD RESTRAINT SYSTEM (WITH SEAT BELTS)**WARNING**

Figures 5, 6, 7 and 8 indicative for fitting purposes only. Fit the child restraint system according to the instructions, which must be included.

GROUP 0 and 0+

Babies up to 13 kg must be carried rear facing on a cradle restraint system, which, supporting the head, does not induce stress on the neck in the event of sharp decelerations. The cradle is restrained by the car seat belts, as shown in **fig. 5** and in turn it must restrain the child with its own belts.





fig. 7

KA00050m

GROUP 1

From 9 kg to 18 kg, children may be carried forward facing **fig 6**.

GROUP 2

Children from 15 to 25 kg may use the car seat belts directly **fig 7**.

The child restraint system is now needed only to position the child correctly with respect to the seat belts so that the diagonal section crosses the child's chest and never the neck, and the lower part is snug on the pelvis not the abdomen.

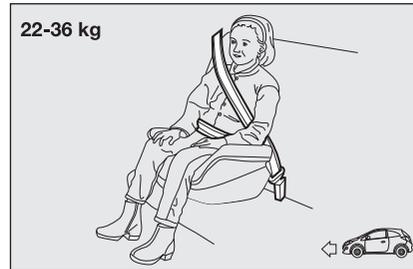


fig. 8

KA00051m

PASSENGER SEAT COMPLIANCE WITH REGULATIONS ON UNIVERSAL CHILD RESTRAINT SYSTEM USE

Ford  complies with the new European Directive 2003/20/EC which governs the arrangement possibilities for child restraints on the various seats of the car as shown in the following table:

Group	Passenger Weight range	Passenger front	rear
Group 0, 0+	up to 13 kg	U	U
Group 1	9–18 kg	U	U
Group 2	15–25 kg	U	U
Group 3	22–36 kg	U	U

Key:

U = suitable for child restraint systems of the “Universal” category, according to European Standard EEC-R44 for the specified “Groups”.

GROUP 3

For children between 22 and 36 kg, there are dedicated restraint systems that allow the seat belt to be worn correctly.

Fig. 8 shows proper child restraint system positioning on the rear seat. Children over 1.50 m in height must wear seat belts like adults.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

ASSEMBLY SETUP FOR ISOFIX CHILD RESTRAINT SYSTEM

Provision has been made on the car to mount a Universal Isofix child restraint system, a new European standardised system for carrying children safely.

Isofix systems can be fitted alongside a traditional child restraint system. An example of child restraint system is shown in **fig. 9**. The Universal Isofix restraint system covers weight group I. Specific Isofix child restraint systems cover the other weight groups. These systems must be designed, tested and approved specifically for this car (refer to the list of cars attached to the restraint system).

Due to its different anchoring system, the child's seat shall be anchored to the proper lower metal rings **A-fig. 10**, set between rear seat back and cushion. After removing the rear shelf, secure the upper belt (provided with the child's seat) to ring **B-fig. 11** set between the rear backrest and the boot floor. Do not use the ring **B** to secure other objects.

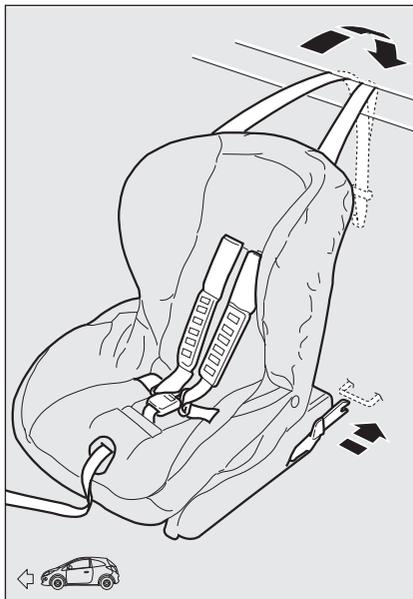


fig. 9

KA00052m

Remember that when using a Universal Isofix child restraint system, you can use all approved systems with the marking ECE R44 (R44/03 or superior) "Universal Isofix".

The Universal Isofix "Duo Plus" child restraint system is available from Lineaccessori Ford.

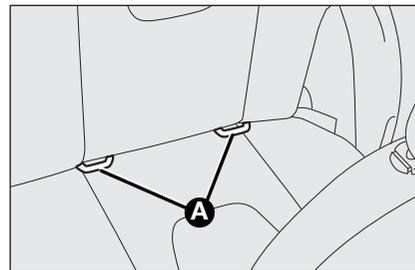


fig. 10

KA00053m

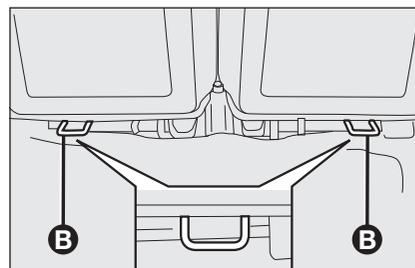


fig. 11

KA00054m

For any further installation/usage details, refer to the "Instruction Manual" provided with the child restraint system.

**WARNING**

Fit the child restraint stationary when the car is stationary.

The child restraint system is correctly fixed to the brackets when you hear the click. Follow the instructions for positioning, fitting and removing which the child restraint system manufacturer must supply together with the system.

**WARNING**

If a Universal Isofix child restraint system is not fixed to all three anchorages, it will not be able to protect the child correctly. In a crash, the child could be seriously or fatally injured.

PASSENGER SEAT COMPLIANCE WITH REGULATIONS ON UNIVERSAL ISOFIX CHILD RESTRAINT SYSTEM USE

The table below shows the different installation possibilities of Universal Isofix child restraint systems on the seats fitted with Isofix anchorages, in accordance with European standard ECE 16.

Weight group	Orientation seat	Class Isofix size	Isofix position Isofix position
Group 0 up to 10 kg	Rear facing	E	X
	Rear facing	E	X
Group 0+ up to 13 kg	Rear facing	D	X
	Rear facing	C	X
	Rear facing	D	X
Group I from 9 up to 18 kg	Rear facing	C	X
	Forward facing	B	IUF
	Forward facing	BI	IUF
	Forward facing	A	IUF

IUF: suitable for forward facing Isofix child restraint systems, Universal class (fitted with third upper attachment), approved for the weight group.

X: Isofix position not suitable for Isofix child restraint systems in this group of weight and/or class.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

RECOMMENDATIONS TO CARRY CHILDREN SAFELY

Below is a summary of the main safety rules to be followed when carrying children:

- Install the child restraint systems on the rear seat, which is the most protected position in the event of an accident.
- If the passenger's airbag is deactivated, always check the amber warning light  OFF (amber) on the dashboard in the dedicated panel to make sure that it has actually been deactivated.
- Carefully follow the instructions supplied with the child restraint system which are mandatory by law. Keep the instructions in the car along with the other documents and this handbook. Do not use second-hand child restraint systems without instructions.
- Always check the seat belt is well fastened by pulling the webbing.
- Only one child is to be strapped to each retaining system.
- Always check that the seat belts do not interfere with the child's throat.

- While travelling, do not let the seat child sit incorrectly or unfasten the seat belts.
- Never carry children on your lap, even newborns. No-one can hold a child in the case of an accident.
- In case of an accident, replace the child restraint system with a new one.

AIRBAG

The vehicle is equipped with front airbags for driver and passenger and front side airbags (side bag - window bag) (where specified).

FRONT AIRBAGS

The front airbags (for driver and passenger) have been designed to protect the passengers sitting on the front seats in the event of head-on crashes of medium-high severity, by placing the bag between the person and the steering wheel or dashboard. Therefore non-activation in other types of collisions (side collisions, rear shunts, roll-overs, etc.) is not a system malfunction.

An electronic control unit will make the bag inflate in the event of a frontal impact.

The bag will inflate instantaneously placing itself between the front occupants body and the structures which could cause injury. It will deflate immediately afterwards.

Driver and passenger front airbags are not a replacement of, but complementary to the seat belts, which you are always recommended to wear, as specified by law in Europe and most non-European countries.





In the event of an impact, those not wearing a seat belt will move forward and come into contact with the bag which is still inflating. The protection offered by the cushion is reduced in such a case.

Front airbags may not activate in the following situations:

- in collisions against highly deformable objects not affecting the car front surface (e.g. bumper collision against guard rail, etc.);
- car wedging under other vehicles or protective barriers (e.g. trucks or guard rails).

Failure to activate in the conditions described above is due to the fact that they may not provide any additional protection compared with seat belts, so their activation would be inappropriate. In these cases, non-deployment does not indicate a system malfunction. The front driver and passenger airbags are designed and calibrated to best protect front-seat passengers wearing seat belts. The volume of the front airbags at max. inflation fills most of the space between the steering wheel and the driver and between the dashboard and the passenger.

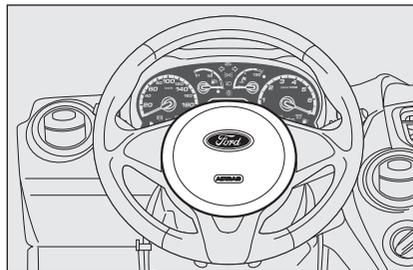


fig. 12

KA00194m

The airbags are not deployed in the event of minor front collisions (for which the restraining action of the seat belts is sufficient). Safety belts must always be used. In the event of frontal crash they ensure the correct positioning of the occupant.



WARNING

Do not apply stickers or other objects on the steering wheel, on the dashboard in the passenger side airbag area, on the side upholstery on the roof and on the seats. Never put objects (e.g. mobile phones) on the passenger's side dashboard since they could interfere with correct inflation of the airbag and also cause serious injury to the passengers.



fig. 13

KA00195m

FRONT AIRBAG ON DRIVER'S SIDE fig. 12

This consists of an instantly inflating bag contained in a special recess in the centre of the steering wheel.

FRONT AIRBAG ON PASSENGER'S SIDE fig. 13

This consists of an instantly inflating bag contained in a special recess in the dashboard: this bag has a larger volume than that on the driver's side.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

Passenger's front airbag and child restraint systems

To fit a child restraint system on the passenger seat, **ALWAYS** comply with the instructions on the label stuck on both sides of the sun visor (fig. 14).



fig. 14

KA00220m



WARNING



SEVERE DANGER:
when an active passenger airbag is fitted, DO NOT install rear facing child restraint systems on the front seats. Deployment of the airbag in an accident could cause fatal injuries to the baby regardless of the severity of the collision.



WARNING

When an active passenger airbag is fitted, DO NOT install rear facing child restraint systems on the front passenger seat. Always deactivate the passenger airbag when a rear facing child restraint system is installed on the front passenger seat. The front passenger seat must also be positioned back as far as possible in order to prevent the child restraint system from coming into contact with the dashboard. Immediately reactivate the passenger airbag as soon as the child restraint system has been removed.

MANUAL DEACTIVATION OF FRONT AIRBAG AND SIDE BAG ON PASSENGER'S SIDE (where provided)

Whenever a child needs to be carried on the front seat, the passenger's front airbag and front side bag (where provided) must be deactivated.

When the car is collected the device is always active and the passenger airbag cannot be deactivated. For the first deactivation go to a Ford Dealership, in order to have the deactivation function enabled. To deactivate the passenger's front airbag and the side bag (where provided) refer to paragraph "Multifunction display" in the "Knowing your vehicle" section.

The  OFF warning light in the dedicated panel on the dashboard stays on constantly until the passenger's front airbag and the side bag (where provided) are re-activated.





Passenger front airbag and child restraint system: WARNING

I	RISCHIO DI FERITE GRAVI O MORTALI. I seggiolini bambino che si montano nel verso opposto a quello di marcia non vanno installati sui sedili anteriori in presenza di air bag passeggero attivo.
GB	DEATH OR SERIOUS INJURY CAN OCCUR. NEVER use a rearward facing child restraint on a seat protected by an ACTIVE AIRBAG in front of it, DEATH or SERIOUS INJURY to the CHILD can occur
F	RISQUE DE MORT OU DE BLESSURES GRAVES. NE PAS positionner le siège pour enfant tourné vers l'arrière, en cas d'air bag passager actif.
D	Nichtbeachtung kann TOD oder SCHWERE VERLETZUNGEN zur Folge haben. Rückwärts gerichtete Kinderrückhaltesysteme (Babyschale) dürfen nicht in Verbindung mit aktiviertem Beifahrerairbag auf dem Beifahrersitz verwendet werden
NL	DIT KAN DODELIJK ZIJN OF ERNSTIGE ONGELUKKEN VEROORZAKEN. Plaats het kinderstoeltje niet ruggelings op de voorstoel wanneer er een airbag aanwezig is.
E	PUEDE OCACIONAR MUERTE O HERIDAS GRAVES. NO ubicar el asiento para niños en sentido inverso al de marcha en el asiento delantero si hubiese airbag activo lado pasajero.
PL	MOŻE GROZIĆ ŚMIERCIA LUB CIEŻKIMI OBRAŻENIAMI. NIE WOLNO umieszczać fotelika dziecięcego tyłem do kierunku jazdy na przednim siedzeniu w przypadku zainstalowanej aktywnej poduszki powietrznej pasażera.
TR	ÖLÜM VEYA AĞIR ŞEKİLDE YARALANMAYA SEBEP OLABİLİR. Yolcu airbağı aktif halde iken çocuk koltuğunu araç gidüş yönüne ters biçimde yerleştirmeyin.
DK	FARE FOR DØDELIGE KVÆSTELSER OG LIVSTRUENDE SKADER. Placer aldrig en bagudvendt barnestol på passagerersædet, hvis passager-airbagen er indstillet til at være aktiv (on).
EST	TAGAJÄRJEKS VÕIVAD OLLA TÕSISE KEHAVIGASTUSED VÕI SURM. Turvapäaja olemasolu korral ärge asetage lapse turvaistet sõidusuunaga vastassuunas.
FIN	KUOLEMANVAARA TAI VAKAVIEN VAMMOJEN UHKA. Älä aseta lasten turvaistuinta niin, että lapsi on selkää menosuuntaan, kun matkustajan airbag on käytössä.
P	RISCO DE MORTE OU FERIMENTOS GRAVES. Não posicionar o banco para crianças numa posição contrária ao sentido de marcha quando o airbag de passageiro estiver activo.
LT	GALI IŠTIKTI MIRTIS ARBA GALITE RIMTAI SUSIŽEISTI. Nedėkite vaiko sėdynės atgretžtos nugarą į priekinį automobilio stiklą ten, kur yra veikiant keleivio oro pagalvė.
S	KAN VARA LIVSHOTANDE ELLER LEDA TILL ALLVARLIGA SKADOR. Placera aldrig en bakåtvänd barnstol i framsätet då passagerarsidans krockkudde är aktiv.
H	HALÁSOS VAGY SÚLYOS BALESET KÖVETKEZHET BE. Ne helyezzük a gyermekülést a menetirányal szembe, ha az utas oldalán légszák működik.
LV	VAR IZRAISĪT NĀVI VAI NOPIETNAS TRAUMAS. Nenovietot mazuļa sēdekli pretēji braukšanas virzienam, ja pasažiera pusē ir uzstādīts gaisa spilvens.
CZ	HROZÍ NEBEZPEČÍ VÁŽNĚHO UBLIŽENÍ NA ZDRAVÍ NEBO DOKONCE SMRTI. Neumíst'ujte dětskou sedačku do opačné polohy vůči směru jízdy v případě aktivního airbagu spolujezdce.
SLO	LAHKO PRIDE DO SMRTI ALI HUDIH POŠKODB. Otroškega avtomobilskega sedeža ne nameščajte v obratni smeri vožnje, če ima vozilo vgrajene zračne blazine za potnike.
RO	SE POATE PRODUCÉ DECESUL SAU LEZIUNI GRAVE. Nu așezați scaunul de mașină pentru bebeluși în poziție contrară direcției de mers atunci când airbag-ul pasagerului este activat.
GR	ΜΠΟΡΕΙ ΝΑ ΠΡΟΚΛΗΘΟΥΝ ΘΑΝΑΤΟΣ Ή ΣΟΒΑΡΑ ΤΡΑΥΜΑΤΑ. Μην τοποθετείτε το καρεκλάκι αυτοκινήτου για παιδιά σε αντίθετη προς την φορά πορείας θέση σε περίπτωση που υπάρχει αερόσακος εν ενεργεία στη θέση συνεπιβάτη.
BG	ИМА ОПАСНОСТ ОТ СМЪРТ И СЕРИОЗНИ НАРАНЯВАНИЯ. Не поставяйте столчето за пренасяне на бебета в положение обратно на посоката на движение, при положение активно на въздушната възглавница за пътуване.
SK	MŮŽE NASTAŤ SMŤ ALEBO VÁŽNE ZRANENIA. Nedávajte autosedačku pre deti do polohy proti chodu vozidla, keď je aktívny airbag spolujazdca.
RUS	ТРАВМЫ И ЛЕТАЛЬНЫЙ ИСХОД. Детское кресло, устанавливающееся против направления движения, нельзя монтировать на месте переднего пассажира, если последнее оборудовано активной подушкой безопасности.
HR	OPASNOST OD TEŠKIH ILI SMRTONOSNIH OZLJEDA. Sjedala za djecu koja se montiraju u smjeru suprotnom od vožnje ne smiju se instalirati na prednja sjedala ako postoji aktivni zračni jastuk suvozača.

KNOWING
YOUR CAR

SAFETY

STARTING
LIGHTS AND
DRIVING
MESSAGESWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

SIDE BAGS (Side bag - Window bag) (where provided)

To help increase front occupants protection in the event of side impact collisions, the vehicle may be equipped with front side bags and window bags.

SIDE BAG fig. 15

It consists of an instantly inflating bag housed in the front seat backrest. It protects the chest and the pelvis of the passengers in the event of side crashes of medium-high severity.

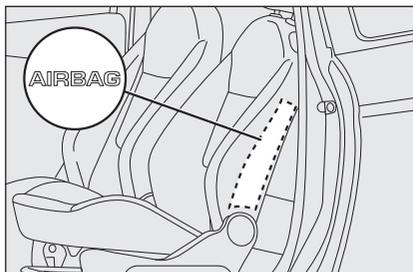


fig. 15

KA00057m

WINDOW BAGS fig. 16

These comprise two “curtain” bags located behind the side roof trims and covered by special trim. They are designed to protect the head of front passengers in the event of side impacts, thanks to their wide inflation surface.

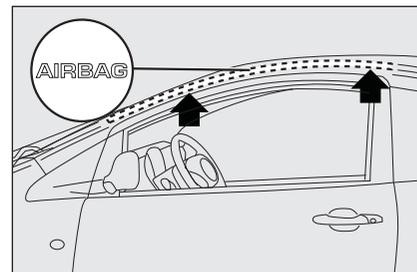


fig. 16

KA00058m

IMPORTANT NOTES

In the event of a side impact, the system provides best protection if the passenger sits on the seat in a correct position, thus allowing correct window bag deployment.

The front airbags and/or side bags may be deployed if the car is subject to heavy knocks or accidents involving the underbody area, such as for example violent shocks against steps, kerbs or low obstacles, the car falling in big holes or dips in the road.





A small amount of dust will be released when the airbags are deployed. This is in no way toxic and does not indicate an outbreak of fire.

Should an accident occur in which any of the safety devices are activated, take the vehicle to a Ford Dealership to have the activated devices replaced and to have the whole system checked.

Every control, repair and replacement operation concerning the airbags must be carried out only by a Dealership.

Pretensioners, front airbags and side bags are deployed according to different logics on the basis of the type of collision. Non-deployment of one of the devices does not necessarily indicate a system malfunction.



WARNING

Do not rest your head, arms or elbows on the door, on the windows and on the window bag area to avoid injuries during inflation.

Never lean your head, arms or elbows out of the window.



WARNING

If when turning the key to MAR-ON the warning light  does not turn on or if it stays on when travelling, there could be a failure in the restraint systems; in this event airbags or pretensioners may not be deployed in the event of impact or, in a lower number of cases, they may deploy accidentally. Before proceeding, contact a Ford Dealership to have the system checked immediately.



WARNING

Do not cover the front seat backrests with extra covers if they are equipped with side bags.



WARNING

Do not travel holding objects on your lap, opposite the breast, holding a pipe, pencil, etc. in your lips. Airbag deployment after a collision could cause serious damage/injury.



WARNING

If the car has been subject to theft, attempted theft, vandalism or flooding, have the airbag system checked by a Ford Dealership.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

**WARNING**

When the ignition key is in and turned in the MAR-ON position and the engine is off, the airbags may deploy if the car is crashed by another moving vehicle. For this reason, children must never occupy the front seat, even if the car is not moving. On the other hand, if the key is inserted in STOP position, none of the safety devices (airbags or pretensioners) will be deployed in the event of collision. Non-deployment of these devices does not indicate a system malfunction.

**WARNING**

Turning the ignition key to MAR-ON the two LEDs (OFF / ON) switch on for a few seconds. IF the vehicle is switched off/on again in a few seconds the warning lights may remain off. In this case, to check correct warning light operation, switch the vehicle off, wait at least 5 seconds and switch on again. If not, contact a Ford Dealership. During the first seconds, the activation of the LEDs does not actually show the passenger protection status, but only checks its correct operation. After a test of a few seconds, the LEDs will indicate the condition of passenger airbag protection: if the passenger's protection is active the LED (ON) will come on for about 30 seconds and then goes out; if the passenger's protection is not active the LED (OFF) comes on constantly. The LEDs may light up with various intensity levels depending on the vehicle conditions. The intensity may also vary during the same key cycle.

**WARNING**

Do not wash the seats with water or pressurised vapour (hand washing or automatic seat washing stations).

**WARNING**

The front airbag is triggered in the case of stronger shocks with respect to that of pretensioners. When the impact is within the two deployment thresholds, it is normal that pretensioners only are engaged.

**WARNING**

The airbag does not replace seat belts, but increases their efficiency. Furthermore, since front airbags are not deployed in low-speed frontal impacts, side impacts, rear shunts or roll-overs, the passengers are protected only by the seat belts which must therefore be fastened at all times.





STARTING AND DRIVING

STARTING THE ENGINE	86
HANDBRAKE	88
USING THE MANUAL GEARBOX	89
FUEL SAVING	90
SNOW TYRES	92
SNOW CHAINS	93
CAR INACTIVITY	93

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

STARTING THE ENGINE

The car is fitted with an electronic engine lock device: if the engine fails to start, see the paragraph “The Ford CODE system” in the section “Knowing your car”.

The engine may be noisier during the first few seconds of operation, especially after a long period of inactivity. This is characteristic of hydraulic tappets, the timing system chosen for petrol engine versions to reduce the number of servicing interventions and does effects neither functionality nor reliability of your car.



In the first period of use, we recommend to avoid excessive stress for the car (for instance excessive accelerations, extended travel at maximum speed, sudden braking etc.).



*With engine off, do not leave the key in the ignition switch on **MAR-ON** to prevent draining the battery.*



WARNING

It is dangerous to have the engine running indoors. The engine consumes oxygen and engine exhaust contains carbon dioxide, carbon monoxide and other toxic gasses.



WARNING

Remember that the brake servo and power steering are not operational until the engine has been started, therefore much effort than usual is required on the brake pedal and steering wheel.

PROCEDURE FOR PETROL VERSIONS

Proceed as follows:

- engage the handbrake;
- place the gearshifting lever in neutral;
- press the clutch pedal all the way down without touching the accelerator;
- turn the ignition key to **AVV** and let it go as soon as the engine starts.

If the engine does not start at the first attempt, return the ignition key to **STOP** before repeating starting.

If, when the ignition key is at **MAR-ON**, warning light  remains lit together with warning light  turn the key to **STOP** and then back to **MAR-ON**; if the warning light remains on, try with the other keys provided with the car.

Contact a Ford Dealership if you still cannot start the engine.





PROCEDURE FOR DIESEL VERSIONS

Proceed as follows:

- engage the handbrake;
- put the gearshifting lever into neutral;
- turn the ignition key at **MAR-ON**: the warning light  on the instrument panel will turn on;
- wait for the warning light  to turn off. The hotter the engine is, the quicker this will happen;
- press the clutch pedal all the way down without touching the accelerator;
- turn the ignition key to **AVV** as soon as the warning light  turns off. Waiting too long will waste the work done by the glow plugs.

Release the key as soon as the engine starts.

IMPORTANT With cold engine, the accelerator must be entirely released when turning the ignition key to position **AVV**.

If the engine does not start at the first attempt, return the ignition key to **STOP** before repeating starting.

If, when the ignition key is at **MAR-ON**, the instrument panel warning light  remains lit, turn the key to **STOP** and then back to **MAR-ON**; if the warning light remain on, try with the other keys provided with the car.

Contact the Ford Dealership if you still cannot start the engine.



Warning light  will flash for 60 seconds after starting or during prolonged cranking to indicate a fault with the glow plug heating system. Use the car normally if the engine starts and contact the Ford Dealership as soon as possible.

HOW TO WARM UP THE ENGINE AFTER IT HAS JUST STARTED

Proceed as follows:

- drive off slowly, letting the engine turn at medium speed. Do not accelerate abruptly;
- do not demand maximum performance for the first few kilometres. Wait until the engine coolant gauge starts moving.



Never bump start the engine by pushing, towing or coasting downhill. This could cause a flow of fuel into the catalytic converter and damage it beyond repair.

KNOWING YOUR CAR

SAFETY

STARTING AND DRIVING

WARNING LIGHTS AND MESSAGES

IN AN EMERGENCY

SERVICING AND CARE

TECHNICAL SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

STOPPING THE ENGINE

Turn the ignition key to **STOP** while the engine is idling.

IMPORTANT After a taxing drive, you should allow the engine to “catch its breath” before turning it off by letting it idle to allow the temperature in the engine compartment to fall.



A quick burst on the accelerator before turning off the engine serves absolutely no practical purpose; it wastes fuel and is especially damaging to turbocharged engines.

HANDBRAKE

The handbrake lever is located between the two front seats.

Pull the lever upwards to operate the handbrake.



WARNING

The car must be braked after a few snaps of the lever, otherwise, contact the Ford Dealership for regulation.

When the handbrake lever is pulled up and the ignition key is at **MAR-ON**, the instrument panel warning light  will turn on.

Proceed as follows to release the handbrake:

- slightly lift the handbrake and press release button **A** - fig. 1;
- keep button **A** pressed and lower the lever. The warning light  on the instrument panel will turn off.

Press the brake pedal when carrying out this operation to prevent the car from moving accidentally.

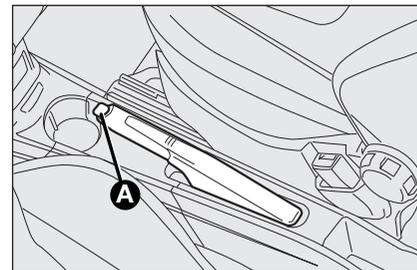


fig. 1

KA00059m

PARKING

Proceed as follows:

- Stop the engine and engage the handbrake.
- Engage a gear (on a slope, engage first gear if the vehicle is parked uphill or reverse if it is parked downhill) and leave the wheels steered.

Block the wheels with a wedge or a stone if the car is parked on a steep slope.

Do not leave the key in the ignition switch at **MAR-ON** to prevent draining the battery. Always remove the key when leaving the car.

Never leave children in the unattended car. Always remove the ignition key when leaving the car and take it out with you.



USING THE MANUAL GEARBOX

To engage the gears, press the clutch pedal down fully and shift the gear lever into one of the required positions (a diagram is shown on the knob **fig. 2**).

For cars provided with 6 speed gearbox, to engage the sixth gear, operate the lever with a pressure toward the right to avoid involuntary engagement of fourth gear. Similar action to pass from sixth to fifth gear.

IMPORTANT The car can only be put into reverse gear when it has stopped moving completely. With the engine running, wait for at least 2 seconds with the clutch pedal fully pressed before engaging reverse to prevent damage to the gears and grating.

To engage reverse **R** from neutral, lift the sliding ring **A** under the knob and shift the lever to the right and back.

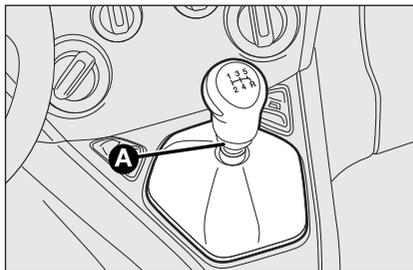


fig. 2

KA00060m

IMPORTANT The clutch pedal should be used only to change gear. Do not drive with your foot resting on the clutch pedal, however lightly. For versions/markets where provided, the electronic clutch control could cut in by interpreting the incorrect driving style as a fault.



WARNING

Press the clutch pedal fully to change gears correctly. Therefore, the floor area under the pedals should be clear: ensure that any rubber mats are flat and do not interfere with the pedals.



Do not drive with your hand resting on the gear lever, because this pressure, even if light, can wear out the inner components of the gearbox over time.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

FUEL SAVING

Here are some useful tips to save fuel and minimise harmful emissions of CO₂ and other pollutants (nitric oxides, unburnt hydrocarbons, fine dusts etc...).

GENERAL CONSIDERATIONS

Car maintenance

Have checks and adjustments carried out in accordance with the "Scheduled Servicing Plan".

Tyres

Check the pressure of the tyres routinely at an interval of no more than 4 weeks: if the pressure is too low, consumption levels increase as resistance to rolling is higher.

Unnecessary loads

Do not travel with an overloaded boot. The weight of the car (especially when driving in town) and its ride greatly affects consumption and stability.

Accessories installed on longitudinal bars

Remove accessories like: roof racks, ski racks, luggage container, etc. from the roof if they are no longer used. These accessories lower air penetration and adversely affect consumption levels. When transporting particularly large objects, use a trailer if possible.

Electrical devices

Use electrical devices only for the amount of time needed. The heated rear window, additional headlights, windscreen wipers and heater fan need a considerable amount of energy, therefore a higher requirement of current involves an increase of fuel consumption (up to +25% in the urban cycle).

Climate control system

Climate control leads to higher fuel consumption (on average up to +20%). If the temperature outside permits, try and use the air vents.

Devices for aerodynamic control

The use of non-certified devices for aerodynamic control may adversely affect air drag and consumption levels.

DRIVING STYLE

Starting

Do not warm the engine with the car at a standstill or at idle or high speed: under these conditions the engine warms up much more slowly, increasing electrical consumption and emissions. It is therefore advisable to move off immediately, slowly, avoiding high speeds: in this way the engine will warm up more quickly.

Unnecessary actions

Avoid accelerating when stopped at traffic lights or before switching off the engine. This and also double declutching is absolutely pointless on modern cars and also increases consumption and pollution.

Gear selection

As soon as the conditions of the traffic and road allow, use a higher gear. Using a low gear for faster acceleration will increase consumption.

In the same way improper use of a high gear increases consumption, emissions and engine wear.





Max. speed

Fuel consumption considerably increases with speed. Maintain a constant speed, avoiding unnecessary braking and acceleration, which cost in terms of both fuel and emissions.

Acceleration

Accelerating violently will greatly affect consumption and emissions: acceleration should be gradual.

CONDITIONS OF USE

Cold starting

Short journeys and frequent cold starts will prevent the engine from reaching optimal running temperature. This results in a significant increase in consumption levels (from +15 to +30% on the urban cycle) and emissions.

Traffic and road conditions

Rather high consumption levels are linked to situations with heavy traffic, for instance when travelling in queues with frequent use of the lower gears or in cities with many traffic lights. Winding mountain roads and rough road surfaces also adversely affect consumption.

Stops in traffic

During prolonged hold-ups (e.g. level crossings) the engine should be switched off.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

SNOW TYRES

Use snow tyres of the same size as the normal tyres provided with the car.

The Ford Dealership will be happy to provide advice concerning the most suitable type of tyre for the customer's requirements.

For the type of tyre to be used, inflation pressures and the specifications of snow tyres, follow the instructions given in paragraph "Wheels" in section "Technical specifications".

The winter performance of these tyres is considerably reduced when the tread thickness is less than 4 mm. Replace them in this case.

Due to snow tyre features, under normal conditions of use or on long motorway journeys, the performance of these tyres is much lower than that of standard tyres. Limit performance according to the use for which they were certified.

IMPORTANT When using snow tyres with a maximum speed index below the one that can be reached by the car (increased by 5%), place a notice in the passenger compartment, plainly in view, which states the maximum speed allowed by the snow tyres (as per EC Directive).

All four tyres should be the same (brand and profile) to ensure greater safety when driving and braking as well as making the car more responsive.

Remember that it is inappropriate to change the rotation direction of tyres.



WARNING

You must not exceed 160 km/h on snow tyres with a "Q" mark; in any case, make sure you stick to the rules of the highway code.

If the vehicle is equipped with the iTPMS, see the "Knowing your car" section.



SNOW CHAINS



WARNING

Never install snow chains on the space-saver spare wheel.

The use of snow chains should be in compliance with local regulations.

The snow chains may be applied only onto the front wheel tyres (drive wheels).

Check the tension of the snow chains after the first few metres have been driven.

IMPORTANT Snow chains cannot be fitted on the space-saver wheel. So, if a front (drive) wheel is punctured and chains are needed, a rear wheel should be fitted to the front of the car and the space-saving spare wheel should be fitted to the rear. This way with two standard wheels at the front, snow chains can be fitted to them to solve an emergency.



Keep your speed down when snow chains are fitted. Do not exceed 50 km/h. Avoid potholes, steps and pavements and also avoid driving long distances on roads not covered with snow in order to prevent damaging the car and the roadbed.

If the vehicle is equipped with the iTPMS, see the “Knowing your car” section.

CAR INACTIVITY

If the car is to be left inactive for longer than a month, the following precautions should be followed:

- park the car in covered, dry and if possible well-ventilated premises;
- engage a gear;
- check that the handbrake is not engaged;
- disconnect battery negative terminal and check charge (see paragraph “Battery - Charge and electrolyte level check” in chapter “Maintenance and care”)
- clean and protect the painted parts using protective wax;

KNOWING YOUR CAR

SAFETY

STARTING AND DRIVING

WARNING LIGHTS AND MESSAGES

IN AN EMERGENCY

SERVICING AND CARE

TECHNICAL SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

**STARTING
AND DRIVING**WARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

- clean and protect the shiny metal parts using special compounds readily available;
- inflate tyres to +0.5 bar above the standard specified pressure and check it periodically;
- sprinkle talcum powder on the rubber windscreen and rear window wiper blades and lift them off the glass;
- do not drain the engine cooling system.
- slightly open the windows;
- cover the car with a cloth or perforated plastic sheet. Do not use sheets of non-perforated plastic as they do not allow moisture on the car body to evaporate;





WARNING LIGHTS AND MESSAGES

GENERAL WARNINGS	96	REAR FOG LIGHTS	101
LOW BRAKE FLUID	96	GENERIC FAILURE INDICATION	101
HANDBRAKE APPLIED	96	AUTO-START-STOP SYSTEM DEACTIVATION	102
AIR BAG FAILURE	96	ESP SYSTEM FAILURE	102
FRONT PASSENGER AIR BAG DEACTIVATED	97	HILL HOLDER FAILURE	102
OVERHEATED ENGINE COOLANT	97	SIDE LIGHTS AND DIPPED BEAM HEADLIGHTS	102
LOW BATTERY CHARGE	98	FOLLOW ME HOME	102
ABS FAILURE	98	FOG LIGHTS	103
EBD FAILURE	98	LEFT-HAND DIRECTION INDICATOR	103
LOW ENGINE OIL PRESSURE	98	RIGHT-HAND DIRECTION INDICATOR	103
DEGRADED OIL	98	MAIN BEAM HEADLIGHTS	103
ELECTRIC POWER STEERING FAILURE	99	POSSIBLE ICE ON ROAD	103
INCOMPLETE DOOR LOCKING	99	SPEED LIMIT EXCEEDED	103
EOBD/INJECTION SYSTEM FAILURE	99	LIMITED RANGE	103
DIESEL PARTICULATE FILTER CLOGGED	100	ASR SYSTEM	103
FUEL RESERVE	100	WORN BRAKE PADS	103
GLOW PLUG PRE-HEATING	100	iTPMS SYSTEM	103
GLOW PLUG HEATING FAILURE	100	SEAT BELTS NOT FASTENED	104
WATER IN DIESEL FILTER	101	HEATED REAR WINDOW	104
FORD CODE PROTECTION SYSTEM FAILURE	101	HEATED WINDSCREEN	104

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

WARNING LIGHTS AND MESSAGES

GENERAL WARNINGS

The turning on of the warning light is accompanied by a specific message and/or buzzer sound where provided by instrument panel. These indications are **concise and brief and cautionary** and as such must not be considered as exhaustive and/or alternative to the information contained in the Owner Handbook, which shall always be read through carefully and thoroughly. In the event of a failure indication, **always refer to the contents of this chapter.**

IMPORTANT Failure indications displayed are divided into two categories: **very serious** and **less serious** failures.

Very serious failures are indicated by a repeated and prolonged warning "cycle".

Less serious failures are indicated by a limited "warning" cycle.

Press **MENU**  to stop the warning cycle in both cases. The instrument panel warning light will stay on until the cause of the malfunction is eliminated.



LOW BRAKE FLUID
(red)

HANDBRAKE APPLIED
(red)

When the ignition key is moved to **MAR-ON**, the warning light turns on and should go off after a few seconds.

Low brake fluid

The warning light comes on when the level of the brake fluid in the reservoir falls below the minimum level due to a possible leak in the circuit. On some versions the display shows the dedicated message.



WARNING

If the warning light  turns on when travelling (on certain versions together with the message on the display) stop the car immediately and contact your Ford Dealership.

Handbrake applied

The warning light turns on when the handbrake is applied.

On certain versions, if the car is moving the buzzer will also sound.

IMPORTANT If the warning light turns on when travelling, check that the handbrake is not engaged.



AIR BAG FAILURE
(amber)

Turning the ignition key to **MAR-ON** the warning light turns on, but it should go off after a few seconds.

The warning light stays on constantly if there is a failure in the air bag system.

On some versions the display shows the dedicated message.



WARNING

*If when turning the key to **MAR-ON** the warning light  does not turn on or if it stays on when travelling, there could be a failure in safety systems; in this event air bags or pretensioners may not be deployed in case of impact or, in a minor number of cases, they could deploy accidentally. Contact your Ford Dealership immediately to have the system checked before driving off.*



**WARNING**

If the  warning light is faulty (warning light off), the general failure warning light flashes. If this happens, contact a Ford dealership immediately to have the system checked before driving off.

PASSENGER SIDE AIRBAG DEACTIVATED

(amber - on the dedicated panel)



The panel is located on the dashboard in central position, where it can be seen by all the occupants of the vehicle.

Turning the ignition key to MAR-ON the two LEDs (OFF /ON ), will come on for about 8 seconds. If not, contact a Ford Dealership. During the first 8 seconds, the activation of the LEDs does not actually show the passenger protection status, but only checks its correct operation.

After a test of about 8 seconds, the LEDs will indicate the condition of passenger airbag protection: if the passenger's protection is active the LED (ON ) will come on for about 30 seconds and then goes out; if the passenger's protection is not active the LED (OFF ) comes on constantly. The LEDs may light up with various intensity levels depending on the vehicle conditions. The intensity may also vary during the same key cycle.



OVERHEATED ENGINE COOLANT (red)

Turning the ignition key to **MAR-ON** the warning light turns on, but it should go off after a few seconds.

**WARNING**

Do not resume your journey if the warning light illuminates despite the level being correct! Have the system checked by a Ford Dealership. If the warning light stays on after starting or illuminates when driving, this indicates an engine overheating. Stop your vehicle as soon as it is safe to do so and switch the engine off. Check the coolant level following the instructions in the "Engine coolant check" section on page 135-136.

If the warning light comes on when driving, proceed as follows:

- in standard driving conditions:** stop the car, switch off the engine and check whether the water level in the reservoir is not below the MIN. mark. In this case, wait for a few minutes for the engine to cool down, then slowly and carefully open the cap, top-up with coolant and check that the level is between the MIN. and MAX. marks on the reservoir itself. Also check visually for any fluid leaks. Should the warning light turn on again at the next start-up, contact a Ford Dealership.

KNOWING YOUR CAR

SAFETY

STARTING AND DRIVING

WARNING LIGHTS AND MESSAGES

IN AN EMERGENCY

SERVICING AND CARE

TECHNICAL SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

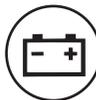
STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

- ❑ **If the vehicle is used under demanding conditions** (e.g. towing trailers uphill or fully loaded): slow down and, if the light stays on, stop the car. Wait for 2 or 3 minutes with the engine running and slightly accelerated to further favour the coolant circulation. Then stop the engine. Check the correct fluid level as described above.

IMPORTANT Over demanding routes, it is advisable to keep the engine on and slightly accelerated for a few minutes before switching it off.

On some versions the display shows the dedicated message.



LOW BATTERY CHARGE (red)

Turning the ignition key to **MAR-ON**, the warning light turns on and should go out as soon as the engine is started (with the engine running at idle speed a short delay in going out is allowed).

If the warning light stays on, immediately contact a Ford Dealership.



ABS FAILURE (amber)

Turning the ignition key to **MAR-ON** the warning light turns on, but it should go off after a few seconds.

The warning light will light up when the system is either not working or not available. Under these circumstances the braking system will work as normal without the extra performance offered by the ABS system. Drive carefully and go to a Ford Dealership as soon as possible.

On some versions the display shows the dedicated message.



EBD FAILURE (red) (amber)

Warning lights  and  lit at the same time with the engine running, indicate an EBD system failure or that the system is not available. Early locking of the rear wheels may occur in the event of violent braking causing the car to swerve. Drive very carefully to a Ford Dealership to have the system inspected.

On some versions the display shows the dedicated message.



LOW ENGINE OIL PRESSURE (red)

DEGRADED OIL (Duratorq versions with DPF – red)

Low engine oil pressure

When the ignition key is moved to **MAR-ON**, the warning light turns on but should go out as soon as the engine is started.

On some versions the display shows the dedicated message.



**WARNING**

If the warning light  turns on when the car is travelling (on certain versions together with the message on the display) stop the engine immediately and contact a Ford Dealership.

Degraded oil

The warning light turns on and flashes along with the message on the display when the system detects that the engine oil is degraded.

Following the first indication, whenever the engine is started, the warning light will continue to flash cyclically for 3 minutes with intervals when the warning light is OFF for 5 seconds until the oil is changed.

**WARNING**

If the warning light  flashes, immediately contact the nearest Ford Dealership to change the engine oil and turn off the warning light on the instrument panel. Failure to comply with this condition could invalidate the warranty.

**ELECTRIC POWER STEERING FAILURE (amber)**

Turning the ignition key to **MAR-ON** the warning light turns on, but it should go off after a few seconds.

If the warning light stays on, you will not have the steering assistance and the effort on the steering wheel will be increased; steering is still however possible. Contact a Ford Dealership.

On some versions the display shows the dedicated message.

**INCOMPLETE DOOR LOCKING (red)**

The warning light turns on when one or more doors or the tailgate are not perfectly closed.

On some versions the display shows the dedicated message.

A buzzer will sound (for versions with multifunction display only) when doors are open and the car is running.

**EOBD/INJECTION SYSTEM FAILURE (amber)**

Under normal conditions, when the ignition key is turned to **MAR-ON**, the warning light comes on, but should go off as soon as the engine is started.

If the warning light remains on or comes on whilst driving, it means that the injection system is not working properly; in particular, if the warning light comes on constantly, this indicates a malfunction in the supply/ignition system that could cause excessive exhaust emissions, a possible loss of performance, poor driveability and high fuel consumption.

A specific message is displayed on certain versions.

Under these conditions, you may continue travelling at a moderate speed without demanding excessive effort from the engine. Prolonged use of the car with the warning light on may cause damage. Contact a Ford Dealership as soon as possible.

The warning light switches off if the failure disappears, but it is still stored by the system.

Petrol engines only

If the warning light is flashing, this indicates that the catalytic converter may be damaged.

KNOWING YOUR CAR

SAFETY

STARTING AND DRIVING

WARNING LIGHTS AND MESSAGES

IN AN EMERGENCY

SERVICING AND CARE

TECHNICAL SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

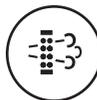
STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

If the warning light flashes, release the accelerator pedal to lower the speed of the engine until the warning light stops flashing; continue the journey at moderate speed, trying to avoid driving conditions that may cause further flashing. Finally, contact a Ford dealership as soon as possible.



Go to a Ford Dealership as soon as possible if warning light  does not light up when the key is turned to MAR-ON or if, while travelling, the warning light comes on either steady or blinking (along with a message on the display). The operation of the warning light  may be checked by the traffic control authorities using specific devices. Always comply with the traffic regulations in force in the country where you are driving.



DIESEL PARTICULATE FILTER CLOGGED (1.3L Duratorq versions - amber)

Turning the ignition key to **MAR-ON** the warning light turns on, but it should go off after a few seconds.

The warning light turns on when the diesel particulate filter is clogged and the driving conditions do not enable to activate automatically the reclaiming procedure.

To enable reclaiming, i.e. cleaning the filter, keep the car running until the warning light turns off.

The display will show the dedicated message.



FUEL RESERVE (amber)

Turning the ignition key to **MAR-ON** the warning light turns on, but it should go off after a few seconds.

The warning light turns on when about 5 litres of fuel are left in the tank.

IMPORTANT The warning light will flash to indicate a system failure. Go to a Ford Dealership to have the system checked.



GLOW PLUG HEATING (1.3L Duratorq versions - amber)

GLOW PLUG HEATING FAILURE (1.3L Duratorq versions - amber)

Glow plug heating

The warning light will go on when the key is turned to **MAR-ON**. It will go out as soon as the glow plugs have reached a predetermined temperature. Start the engine as soon as the warning light goes out.

IMPORTANT At high ambient temperatures the warning light stays on for an extremely short time.

Glow plug heating failure

The warning light flashes if there is a failure in the heating system. Go to a Ford Dealership as soon as possible.

On some versions the display shows the dedicated message.



**WATER IN DIESEL FILTER (1.3L Duratorq – versions – amber)**

Turning the ignition key to **MAR-ON** the warning light turns on, but it should go off after a few seconds.

The warning light  turns on when there is water in the diesel fuel filter.

On some versions the display shows the dedicated message.



The presence of water in the supply circuit may cause severe damage to the injection system and irregular engine operation. If warning light  lights up (on some versions the warning light  along with the message), go to a Ford Dealership as soon as possible to have the system bled. If the above indications come on immediately after refuelling, water has probably been poured into the tank: turn the engine off immediately and contact a Ford Dealership.

**FORD CODE – PROTECTION SYSTEM FAILURE (red)**

If with the ignition key at **MAR-ON**, the warning light stays on, this indicates a possible failure (see “Ford Code system” in section “Knowing your car”).

If with the engine running the warning light  flashes, this means that the car is not protected by the engine inhibitor device (see “Ford Code system” in section “Knowing your car”).

Contact a Ford Dealership to have all the keys memorised.

**REAR FOG LIGHTS (amber)**

The warning light comes on when the rear fog lights are turned on.

**GENERIC FAILURE INDICATION (amber)**

The warning light turns on in the following circumstances.

Engine oil pressure sensor failure

The warning light comes on when the engine oil pressure sensor is faulty. Go to a Ford Dealership to have the failure fixed as soon as possible.

Airbag failure warning light faulty

The warning light comes on when a fault is detected in the airbag warning light. If this happens some failures of the retaining system may not be signalled therefore, before proceeding, contact a Ford dealership immediately to have the system checked.

Rear fog lights faulty**Direction indicators faulty****Number plate lights faulty****Side lights faulty****Start&Stop faulty**

KNOWING YOUR CAR

SAFETY

STARTING AND DRIVING

WARNING LIGHTS AND MESSAGES

IN AN EMERGENCY

SERVICING AND CARE

TECHNICAL SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

Fuel cut-off inertia switch intervention/fuel cut-off not available

The warning light turns on when the fuel cut-off inertia switch intervenes or when the fuel cut-off system is not available.

The display will show the dedicated message.

Parking sensor failure

The warning light turns on and the message is shown on the display when a parking sensor failure is detected. In this case contact a Ford Dealership.



AUTO-START-STOP SYSTEM DEACTIVATION (amber)

The warning light turns off when the Auto-Start-Stop system is turned off by pressing the button on the dashboard. A corresponding message may be displayed on some versions.



ESP SYSTEM FAILURE (amber)

HILL HOLDER FAILURE (amber)

ESP system failure

Turning the ignition key to **MAR-ON** the warning light turns on, but it should go off after a few seconds.

If the warning light does not go off or stays on when travelling together with the button **LED ASR OFF**, contact a Ford Dealership.

The display shows the dedicated message.

Note Warning light flashing when driving indicates that the ESP system is active.

Hill Holder failure

Turning the ignition key to **MAR-ON** the warning light turns on, but it should go off after a few seconds.

The warning light will turn on when the Hill Holder system is faulty. In this case, contact a Ford Dealership as soon as possible.

The display will show the dedicated message (where provided).



SIDE LIGHTS AND DIPPED BEAM HEADLIGHTS (green)

FOLLOW ME HOME (green)

Side lights and dipped beam headlights

The warning light comes on when side/tail lights or low beams are turned on.

Follow me home

The warning light will turn on when this device is active (see “Follow me home” in section “Knowing your car”).

The display shows the dedicated message.



FOG LIGHTS (green)

The warning light comes on when the front fog lights are turned on.





**LEFT-HAND
DIRECTION
INDICATOR**
(green – intermittent)

The light (arrow) comes on when the direction indicator control lever is moved downwards or, together with the right-hand arrow, when the hazard warning light button is pressed.



**RIGHT-HAND
DIRECTION
INDICATOR**
(green – blinking)

The light comes on when the direction indicator control lever is moved upwards or, together with the left-hand arrow, when the hazard warning light button is pressed.



**MAIN BEAM
HEADLIGHTS** (blue)

The warning light comes on when the main beams are turned on.



**POSSIBLE ICE ON
THE ROAD** (amber)

This indication starts flashing when the outside temperature reaches or falls below 4° C to warn the driver of the possible presence of ice on the road.

The display shows the dedicated message.

SPEED LIMIT EXCEEDED

The display will show the dedicated message when the car exceeds the set speed limit (see “Reconfigurable Multifunction Display” in the section “Knowing your car”).

LIMITED RANGE

The display will show the dedicated message to warn the driver that the driving range is less than 50 km.

ASR SYSTEM

The ASR system can be turned off by pressing the button **ASR OFF**.

The display will show the dedicated message to warn the driver that the system is off; at the same time the button LED will come on.

Pressing again the button **ASR OFF**, the button LED will turn off and the display will show the dedicated message to warn the driver that the system is on again.



WORN BRAKE PADS
(amber)

The warning light on the dial turns on (and the message appears on the display) if the front brake pads are worn; in this case have them changed as soon as possible.



iTPMS SYSTEM (amber)
(for versions/markets,
where provided)

Tyre pressure low

The warning light switches to indicate that the tyre pressure is lower than the recommended value, in order to guarantee long tyre life and low fuel consumption, or to indicate a slow loss of pressure.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

In this way the iTPMS warns the driver that one or more tyres may be flat and liable to puncture.

In these circumstances restore the correct inflation pressure values (see “Wheels” paragraph in the “Technical specifications”).

Once the normal operating conditions of the car are restored, carry out the Reset procedure.

IMPORTANT Do not continue driving with one or more flat tyres as handling may be compromised. Stop the car, avoiding sharp braking and steering.

iTPMS failure/iTPMS temporarily deactivated

The warning light flashes for about 75 seconds and then stays on constantly (together with a message in the display) to indicate that the system is temporarily disabled or faulty.

The system goes back to normal operation when the operating conditions allow it. If this is not the case carry out the Reset procedure after restoring the normal operating conditions.

If the malfunction warning persists, contact a Ford Dealership as soon as possible.



SEAT BELTS NOT FASTENED (red)

The warning light on the display will light up when the car is moving and the driver's seat belt is not correctly fastened. The warning light will go on blinking, and a steady buzzer will be emitted for the first 6 seconds when front seat belts are not properly fastened and the vehicle is running; for the next 90 seconds the warning light will continue blinking and the buzzer will become intermittent. The SBR (Seat Belt Reminder) can only be turned off by the Ford service network. Contact a Ford Dealership to deactivate/reactivate it. The SBR system can be reactivated through the display set-up menu if the vehicle is equipped with a multifunction display. The display will show the dedicated message.



HEATED REAR WINDOW (amber)

The warning light turns on when switching the heated rear window on.



HEATED WINDSCREEN (amber)

The warning light turns on when the heated windscreen is turned on.





IN AN EMERGENCY

STARTING THE ENGINE	106
CHANGING A WHEEL	108
TYRE REPAIR KIT	114
CHANGING A BULB	118
REPLACING EXTERIOR BULBS	121
REPLACING INTERIOR BULBS	124
REPLACING FUSES	126
BATTERY RECHARGING	130
RAISING THE CAR	131
TOWING THE CAR	131

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

STARTING THE ENGINE

If warning light  on the instrument panel stays lit with a fixed light, contact the Ford Dealership immediately.

JUMP STARTING

If the battery is flat, it is possible to start the engine using a booster battery with the same capacity or a little higher than the flat one.

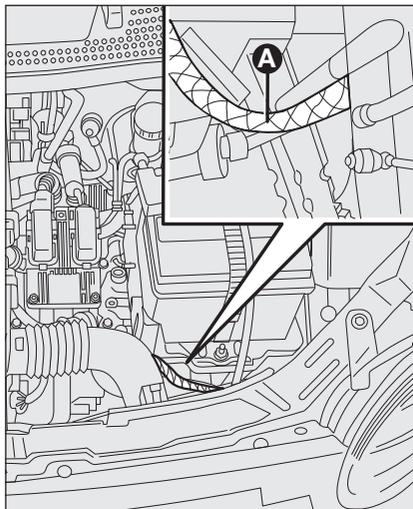


fig. 1a – Duratec Versions

KA00202m

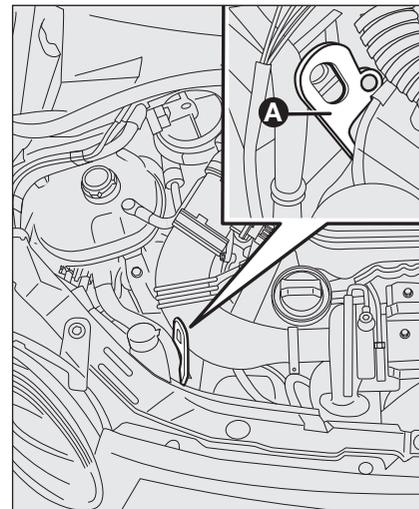


fig. 1b – Duratorq Versions

KA00201m



Never use a fast battery-charger to start the engine as this could damage the electronic systems of your car, particularly the ignition and fuel supply control units.



WARNING

This procedure must be performed by qualified personnel as incorrect actions may cause high-intensity electrical discharge. Furthermore, battery fluid is poisonous and corrosive: avoid contact with skin and eyes. Keep naked flames away from the battery. No smoking. Do not cause sparks.





Proceed as follows to start the car with a booster battery:

- connect the positive terminals (+ near the terminal) of the two batteries with a jump lead;
- connect a second cable to the negative terminal – of the booster battery to an earth point **A** on the car to be started (**fig. 1a-1b**);
- start the engine;
- when the engine has been started, follow the sequence above in reverse order to remove the leads.

If after a few attempts the engine does not start, do not insist any further but contact a Ford Dealership.

IMPORTANT Do not directly connect the negative terminals of the two batteries: any sparks may ignite the explosive gas which could come out of the battery. If the booster battery is installed on another car, prevent any contact between metal parts of the cars and the flat battery.

BUMP STARTING

Never bump start the engine by pushing, towing or driving downhill.

This could cause a flow of fuel into the catalytic converter and damage it beyond repair.

IMPORTANT Remember that the brake servo and electrical power steering system (where provided) are not operational until the engine is started, a greater effort will therefore be required to press the brake pedal or turn the steering wheel.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

CHANGING A WHEEL

GENERAL INSTRUCTIONS

The vehicle can be supplied (if requested/provided for) with a normal spare wheel or with a space-saver wheel.

For some versions/models, the vehicle is also equipped in the factory with 4 antitheft bolts (one per wheel).

To tighten/retighten the bolts, use the appropriate adaptor **A**-fig. 2 provided, inserting it between the bolt and wrench provided, as shown in **fig. 2**.

Note A duplicate of the bolts and special adaptor may be ordered from the Ford Dealership by providing the numerical reference code attached to the kit.

Wheel changing and correct use of the jack and space-saver wheel call for some precautions as listed below.

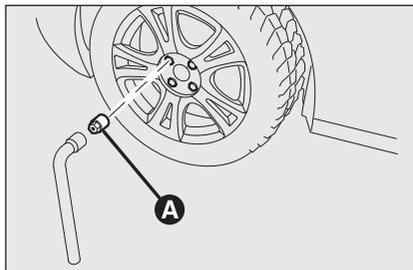


fig. 2

KA00120m



WARNING

The space-saver wheel (where provided) is specific to your car, do not use it on other models, nor use the spare wheel of other models on your car. The space-saver wheel must only be used in an emergency. It shall only be used as strictly necessary and the car speed shall not exceed 80 km/h.

The space-saver wheel has an orange sticker that summarises the main cautions for use and limitations.

The sticker should never be removed or covered.

Never apply a hub cap on a space-saver wheel.

The sticker gives the following information in four languages:

Caution! For temporary use only! 80 km/h max.! Replace by standard wheel as soon as possible. Never cover these instructions.



**WARNING**

Use your hazard lights, warning triangle, etc to show that your car is stationary. Passengers should get out of the car, particularly if it is heavily loaded, and wait for the wheel to be changed away from the traffic. If parked on a slope or rough surface, chock the wheels with wedges or other suitable devices.

The driving features of the car may change when a space-saver wheel is fitted. Avoid sudden acceleration and braking, sudden steering and fast cornering. The total life of a space-saver wheel is approximately 3000 km, after which it must be replaced by another wheel of the same type. Never attempt to fit a conventional tyre on a rim designed for use as a space-saver wheel. Have the punctured wheel repaired and replaced as soon as possible. Two or more space-saver wheels should never be used together. Do not apply grease to the bolt threads before assembly: they might spontaneously unscrew.

**WARNING**

The jack may be used to replace wheels only on the car that it comes with or other cars of the same model. Never use the jack for other purposes, such as lifting other car models. In no case should it be used for repairs under the car. Incorrect positioning of the jack may cause the jacked car to fall. Do not use the jack for loads higher than those shown on the label. Snow chains cannot be fitted to the space-saver wheel. So, if a front (drive) wheel is punctured and chains are needed, a rear wheel should be fitted to the front of the car and the space-saver wheel should be fitted to the rear. This way with two standard drive wheels at the front, snow chains can be fitted to them to solve an emergency.

The jack supplied with the vehicle must be used only to change a wheel in an emergency.

**WARNING**

Fit the wheel cap correctly to prevent it from coming free in motion. Never tamper with the inflation valve. Never introduce tools of any kind between the rim and the tyre. Check tyre and spare wheel pressures regularly, referring to the values shown in the "Technical specifications" section.

JACK

Please note that:

- the jack weights 1.76 kg;
- the jack requires no adjustment;
- the jack cannot be repaired. If it breaks it must be replaced with a new jack;
- no tool other than its cranking device may be fitted on the jack.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

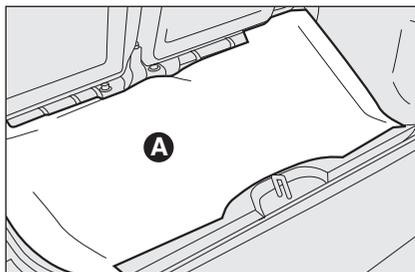


fig. 3

KA00062m

To change a wheel proceed as follows:

- stop the car in a position so that it is not a danger for on-coming traffic and where you can replace the wheel safely. The ground must be flat and sufficiently compact;
- switch the engine off and pull up the handbrake.
- engage the first gear or reverse;
- lift the luggage compartment mat **A**-fig. 3;

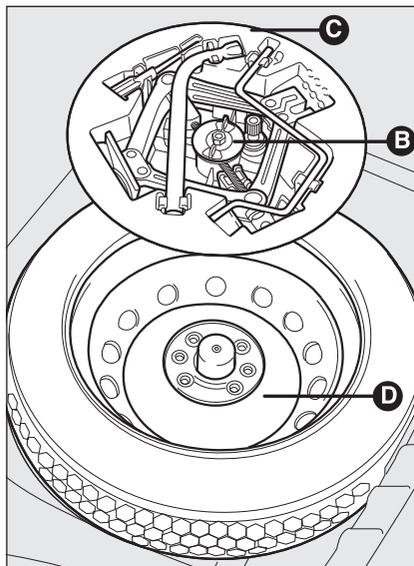


fig. 4

KA00063m

- loosen the clamping device **B**-fig. 4;
- take out the tool container **C** and take it near to the wheel to be changed;
- take the space-saver wheel **D**;
- to remove the hub cap use the supplied screwdriver, prising on the special slit on the outer rim;

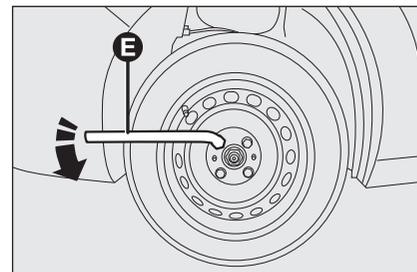


fig. 5

KA00064m

- for the vehicles equipped with alloy rims, remove the pressure-fitted hub cap using the supplied screwdriver;
- loosen by about one turn the bolts on the wheel to be replaced, using the wrench **E**-fig. 5;
- turn the jack crank to open it partially;

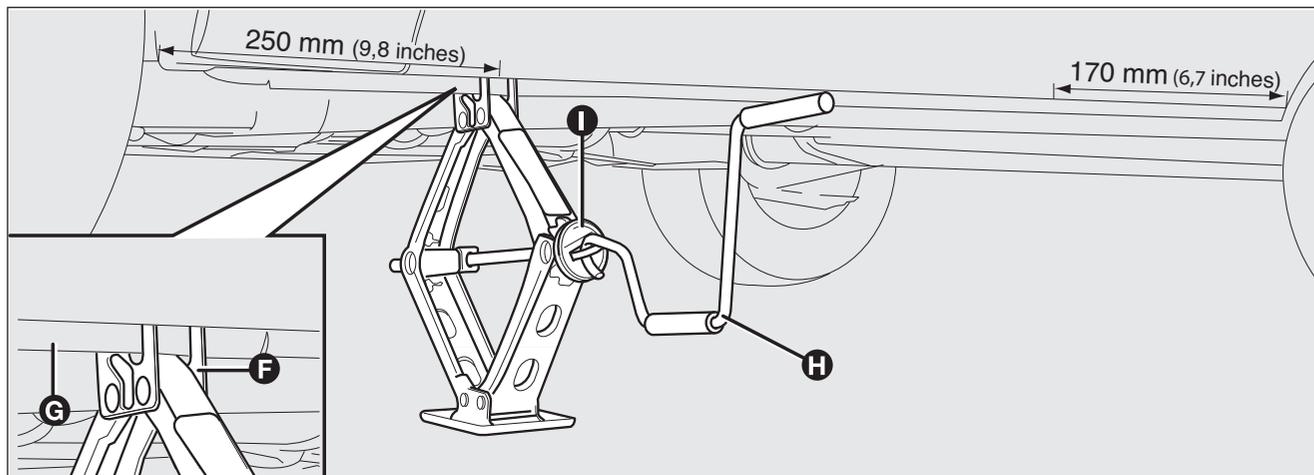


fig. 6

KA00065m

- position the jack near the wheel to be replaced at a distance of approximately 250 mm (9.8 inches) from the edge of the front wheel arch if a front wheel is to be replaced, or at a distance of 170 mm (6.7 inches) from the edge of the rear wheel arch if a rear wheel is to be replaced (as shown in the figure);
 - make sure that the groove **F**-fig. 6 of the jack is well in contact with the tab **G** of the side member;
 - warn bystanders that the car is about to be lifted. They must stay clear and not touch the car until it is back on the ground;
 - fit the handle **H** into the jack device **I** and lift the car until the wheel to be changed is some centimetres off the ground. When turning the jack handle make sure that it can turn freely without scraping your hand against the ground. The moving components of the jack (screws and joints) can also cause injuries: avoid touching them.
- If you become soiled with the lubricating grease, wash it off thoroughly;
- make sure the contact surfaces on the space-saver wheel are clean so that the retaining bolts will not come loose;

KNOWING
YOUR CAR

SAFETY

STARTING
LIGHTS AND
DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

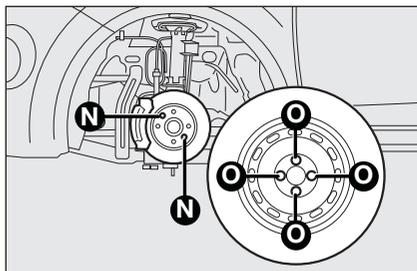


fig. 7

KA00066m

- fit the space-saver wheel, ensuring that the pin **N**-fig. 7 is aligned with one of the wheel holes **O**;
- tighten the four fastening bolts;
- turn the jack handle to lower the car and remove the jack;
- fully tighten the bolts, passing alternatively from a bolt to the opposite one, following the order indicated in **fig. 8**.

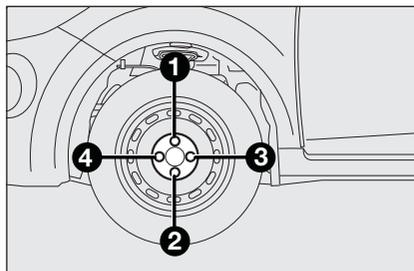


fig. 8

KA00067m

REFITTING THE STANDARD WHEEL

Following the procedure described previously, raise the car and remove the space-saver wheel.

Versions with steel rims

Proceed as follows:

- make sure the contact surfaces between standard wheel and hub are clean so that the fastening bolts will not come loose;
- fit the standard wheel inserting the four bolts into the holes;
- using the wrench provided, tighten the fastening bolts;

- pressure-fit the hub cap, aligning the special groove (on the cap itself) with the inflation valve;
- lower the car and remove the jack;
- using the wrench provided, fully tighten the bolts in the sequence shown previously.

Versions with alloy wheels

- place the wheel onto the hub and tighten the bolts using the wrench provided;
- lower the car and remove the jack;
- using the wrench provided, fully tighten the bolts in the sequence shown in **fig. 8**;
- reinstall the pressure-fitted hub cap, making sure that the reference hole on the wheel is aligned with the reference hole on the cap.

IMPORTANT If it is not fitted properly, the hub cap may detach when the vehicle is running.





After tyre replacement

- stow the space-saver wheel **D-fig. 3** in the space provided in the boot;
- fit the partially-open jack in its box **C** by forcing it slightly to prevent it from vibrating when travelling;
- put the tools back into their locations;
- arrange the container and tools in the spare wheel and secure the clamping device **B**;
- correctly reposition the boot mat.

IMPORTANT Do not use inner tubes with tubeless tyres. Check the inflation pressure of the tyres and the space-saver wheel regularly.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

TYRE REPAIR KIT

The vehicle may not have a spare wheel. In this case, to repair a punctured tyre use the emergency tyre repair kit. The repair kit is in the spare wheel housing.

GENERAL INFORMATION



WARNING

Depending on the type and size of the puncture, sometimes tyres cannot be repaired or can only be partially repaired. A pressure loss in the tyre may influence the vehicle movements and make you lose control of the vehicle.



WARNING

Do not use the quick tyre repair kit if damaging is due to running with flat tyre.



WARNING

Do not try and repair damage other than the one on the visible section of the tread.



WARNING

Do not try to repair damage on the tyre shoulder.

The repair kit seals most punctures (with a max. diameter of 6 mm – 1/4") to temporarily enable mobility.

Follow the instructions below while using the kit:

- Drive carefully and avoid sudden steering or maneuvers**, above all if the vehicle is heavily loaded or is towing a trailer.
- The kit ensures a temporary emergency repair and the possibility of continuing the trip till the nearest vehicle or tyre dealer, or to drive for max. 200 km (125 mi).
- Do not exceed the max. speed of **80 km/h (50 mi/h)**.

- Keep the kit out of the reach of children.
- Use the kit only at an ambient temperature between -30°C (22°F) and $+70^{\circ}\text{C}$ ($+158^{\circ}\text{F}$).

HOW TO USE THE TYRE REPAIR KIT



WARNING

The compressed air bottle may behave like an explosive or a propellant.



WARNING

While using the kit, never leave the repair kit unattended.



WARNING

Do not keep the compressor operating for longer than 10 minutes.

Note Use the repair kit only for the vehicle it has been supplied with.





- Park the vehicle at the side of the road without hindering the traffic flow, to use the kit without any hazard.
- In order to ensure stability to the vehicle, engage the parking brake, even if the vehicle is not on roads with a gradient.
- Do not try and remove foreign bodies puncturing the tyre, such as nails or screws.
- Leave the engine running while using the kit only if the vehicle is outdoors and not in a poorly ventilated place (for example, within a building). In this case, instead, start the compressor with the engine off.
- Replace the sealant bottle with a new one before the expiry date (see bottle cap).
- Inform all vehicle users that the tyre has been temporarily repaired with the suitable kit and that special driving caution must be used.

HOW TO INFLATE THE TYRE



WARNING

Check the tyre shoulder before inflating it. Do not try and inflate the tyre if it is cracked, bulged or damaged.



WARNING

While the compressor is operating, do not stand in front of the tyre.



WARNING

Check the tyre shoulder. Should cracking, bulging or damage appear, switch the compressor off and let the air bleed through the safety valve. Stop driving with this tyre.



WARNING

The sealant contains natural rubber latex. Avoid contact with skin and clothes. In case of contact rinse immediately with plenty of water and call a doctor.



WARNING

Should the tyre pressure not reach 1.8 bar (26 psi) in 10 minutes, the tyre may be damaged in such a way that no temporary repair is possible. In this case, stop driving with this tyre.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX



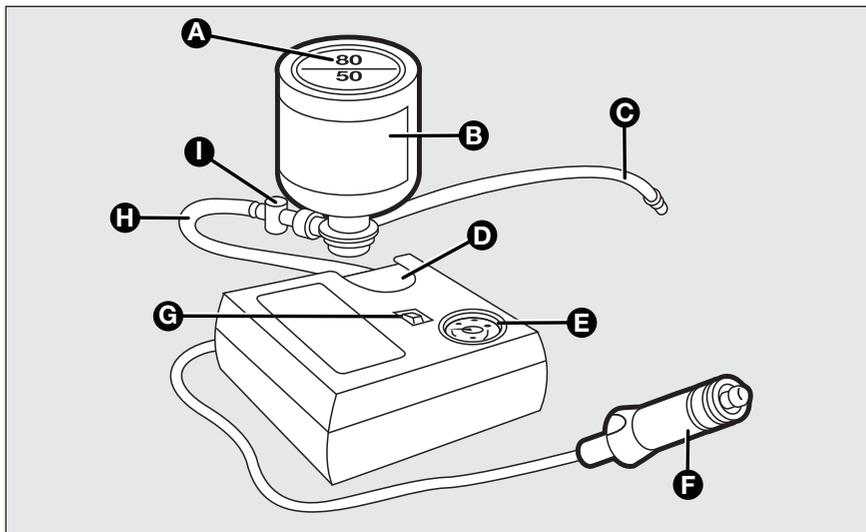


fig. 9

KA00128m

The kit in fig. 9 includes:

- A Label
- B Sealant bottle
- C Hose of the sealant bottle
- D Bottle support
- E Pressure gauge
- F Power plug with cable
- G Compressor switch
- H Repair kit hose
- I Safety valve

1. Remove the tyre repair kit from the package.
2. Remove the label **A** indicating the max. allowed speed of 80 km/h (50 mi/h) from the sealant bottle and place it on the dashboard in the driver's field of vision. Make sure the label does not cover anything important.
3. Remove the hose **H** with the safety valve **I** and the power plug with cable **F** from the kit.
4. Connect the hose **H** with the safety valve **I** to the sealant bottle **B**.

5. Fasten the sealant bottle **B** on its support **D**.
6. Remove the cap of the valve from the damaged tyre.
7. Tightly screw the hose of the sealant bottle **C** on the valve of the damaged tyre.
8. Make sure the switch of the compressor **G** is in position **0**.
9. Insert the power plug **F** in the socket of the cigar lighter or in an auxiliary supply socket.
10. Start the engine.
11. Set the switch of compressor **G** in position **I**.

12. Inflate the tyre for max. 10 minutes at a pressure between min. 1.8 bar (26 psi) and max. 3.5 bar (51 psi). Move the switch of compressor **G** in the position **0** and check the current pressure of the tyre with the pressure gauge **E**.

Note If a pressure of 1.8 bar (26 psi) cannot be reached, do not continue inflating the tyre.

Note If the sealant is pumped through the valve of the tyre, the pressure can increase up to 6 bar (87 psi), but will decrease again after about 30 seconds.





13. Remove the power plug **F** from the socket of the cigar lighter or from the auxiliary supply socket.
14. Quickly loosen the hose **C** from the tyre valve. Close the valve cap again.
15. Leave the sealant bottle **B** on its support **D**.
16. Make sure the kit is kept in a safe and easy to reach place. You will need the kit again when the tyre pressure is checked.
17. Drive immediately for about three kilometres (two miles) so that the sealant can close the damaged spot.



WARNING

If you feel strong vibrations, an irregular steering wheel behaviour or hear noise while driving, reduce speed and drive carefully till a place where the vehicle can be safely stopped. Check again tyre and pressure. If the tyre pressure is lower than 1 bar (14.7 psi) or if there are cracking, bulging or visible damaging, do not continue driving with the same tyre.

18. Stop the vehicle after having driven approximately for three kilometres (two miles). Check and adjust the damaged tyre inflation pressure, if necessary.
19. Connect the kit and read the tyre pressure on the pressure gauge **E**.
20. Take the pressure to the indicated value (see paragraph "Inflation pressure" in section "Technical Specifications").
21. After having inflated the tyre at the right pressure set the switch of the compressor **G** to position **0**, remove the power plug **F** from the socket, loosen the hose **C** and tighten the valve cap.
22. Leave the hoses **C** and **H** connected with the sealant bottle **B** and put the kit in a safe place.
23. Go to the nearest tyre dealer to have the damaged tyre replaced. Inform the tyre dealer that the tyre contains sealant before he removes it from the rim. Replace the sealant bottle **B** and the hose **C** after the use and as soon as possible.

Note Please note that emergency repair kits offer a temporary mobility only. Norms ruling tyre repair with a repair kit may vary depending on the country. It is recommended to refer to a specialised tyre dealer to get such information.



WARNING

Before driving, make sure that the tyre has been inflated at the recommended pressure. See Technical Specifications. Check the tyre pressure until the repaired tyre is replaced.

Empty sealant bottles may be disposed of among general domestic waste.

Give your tyre dealer the sealant residues or dispose of them according to the local disposal regulations.

KNOWING YOUR CAR

SAFETY

STARTING AND DRIVING

WARNING LIGHTS AND MESSAGES

IN AN EMERGENCY

SERVICING AND CARE

TECHNICAL SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

CHANGING A BULB

GENERAL INSTRUCTIONS

- Before changing a bulb check the contacts for oxidation;
- burnt bulbs must be replaced by others of the same type and power;
- always check the headlight beam aiming after changing a bulb;
- when a light is not working, check that the corresponding fuse is intact before changing the bulb. For the location of fuses, refer to the “Changing a fuse” paragraph in this section.



WARNING

Modifications or repairs to the electric system that are not carried out properly or do not take the system technical specifications into account can cause malfunctions leading to the risk of fire.



WARNING

Halogen bulbs contain gas under pressure, if they break glass fragments may be thrown around.



When handling halogen bulbs just touch the metal part. If the transparent bulb is touched with the fingers, its lighting intensity is reduced and life of the bulb may be compromised. If touched accidentally, rub the bulb with a cloth moistened with methylated spirit and allow to dry.





If possible, we recommend that you let Ford Dealership replace the bulbs. The correct operation and aiming of the outer lights are absolutely essential for the safety of the car and of compliance with law.

IMPORTANT The headlight inner surface might be slightly misted: this should not be considered irregular rather a natural phenomenon due to low temperature and the air humidity level. Misting will disappear as soon as the headlights are turned on. The presence of drops inside the headlights indicates infiltration of water. Go to a Ford Dealership.

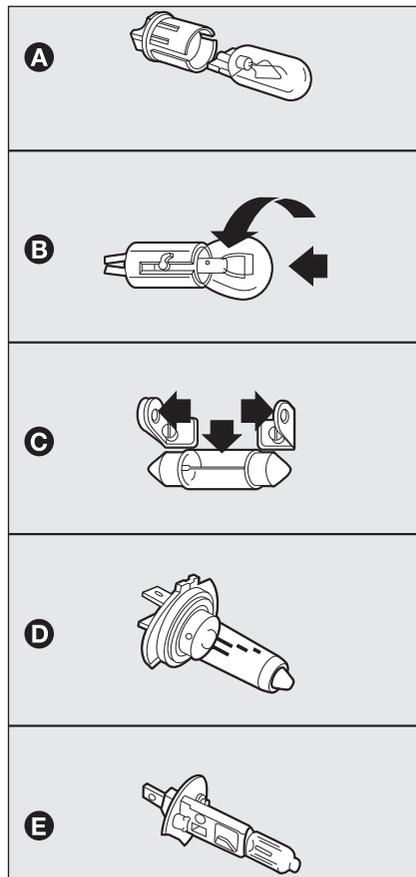


fig. 10

KA00110m

BULB TYPES fig. 10

Various types of bulbs are fitted to your car:

- A Glass bulbs:** they are pressure-fit. Pull to extract.
- B Bayonet-type bulbs:** to remove this type of bulb from its holder, press the bulb and turn it counter-clockwise.
- C Tubular bulbs:** release them from their contacts to remove.
- D Halogen bulbs:** to remove the bulb, release the clip holding the bulb in place.
- E Halogen bulbs:** to remove the bulb, release the clip holding the bulb in place.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX



Bulbs	Type	Power	Re. figure
Main beam	H4	55W	D
Dipped beam	H4	55W	D
Front side lights/daytime running lights	W5W	5W	A
Front direction indicators	PY21W	21W	B
Side direction indicators	W5W	5W	A
Rear direction indicators	PY21W	21W	B
Rear side lights	P21/5	21/5W	B
Brake light	P21/5	21/5W	B
Reverse	P21W	21W	B
Rear fog lamp	P21W	21W	B
Roof light	C10W	10W	C
Luggage compartment roof light	W5W	5W	A
Number plate light	C5W	5W	A
Fog lights	H1	55W	E
Third brake light	W5W	5W	A



REPLACING EXTERIOR BULBS

For the type of bulb and relevant power rating, see “Changing a bulb”.

FRONT LIGHT UNITS

The front light units contain side lights, dipped beam, main beam and direction indicator bulbs.

The bulbs are arranged inside the light unit as follows **fig. 11**:

A side lights

B dipped beams/main beams (double light)

C direction indicators

Working from the engine compartment, remove rubber cap **D-fig. 12** to gain access to the side light bulbs; remove rubber cap **E-fig. 12** to gain access to the main/dipped beam lights; turn bulb holder **F-fig. 12** counterclockwise to gain access to the direction light bulbs.

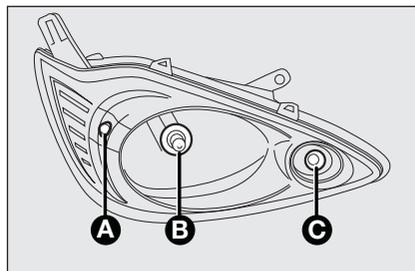


fig. 11

KA00085m

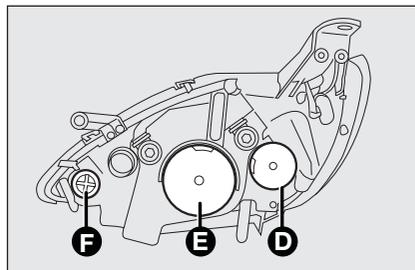


fig. 12

KA00086m

On some versions, it is necessary to remove the headlamp completely to replace the front light cluster bulbs.

To remove the headlight proceed as follows:

- fully steer the wheels outwards to expose the flap **G-fig. 13**, open the flap and unscrew the fastening device;

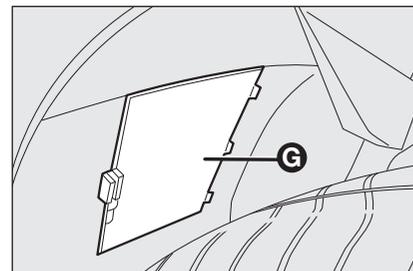


fig. 13

KA00117m

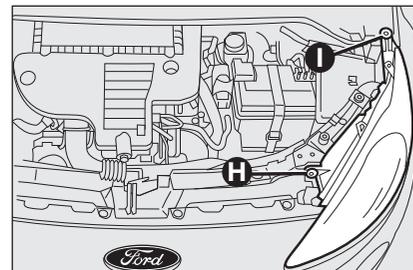


fig. 14

KA00118m

- after raising the bonnet, unscrew bolts **H** and **I** located at the points shown in **fig. 14**;
- remove the headlight.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

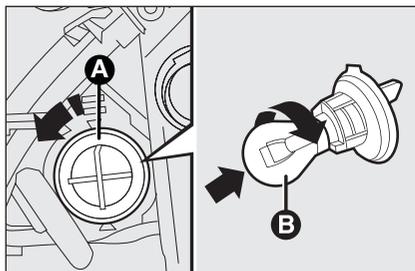


fig. 15

KA00087m

DIRECTION INDICATORS

Front

To change the bulb, proceed as follows:

- turn the bulb holder clockwise **A**-fig. 15 and withdraw it;
- remove the bulb **B** pushing it gently and turning counterclockwise (bayonet fitting), then replace it;
- refit the bulb holder **A** by turning it clockwise and locking it properly;

Side

WARNING The intervention must be carried out taking all precautions necessary to avoid damaging the bodywork (please use a sufficiently rigid and appropriately thick plastic card).

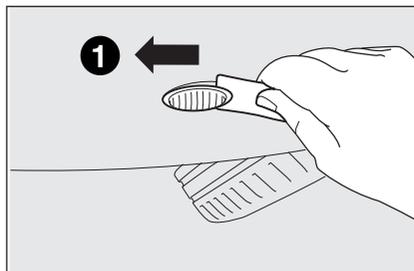


fig. 16a

KA00153m

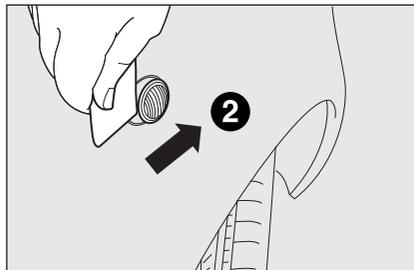


fig. 16b

KA00154m

To change the bulb, proceed as follows:

- lever the lens off, by initially applying force from the front towards the back (**1**-fig. 16a);
- then lever in the opposite direction, by applying force from the back part (**2**-fig. 16b) and remove unit **B**
- turn the bulb holder counterclockwise, remove the snap-fitted bulb and replace it;
- reinstall the bulb holder into the lens, then install the unit **B** making sure that the fixing clip has clicked.

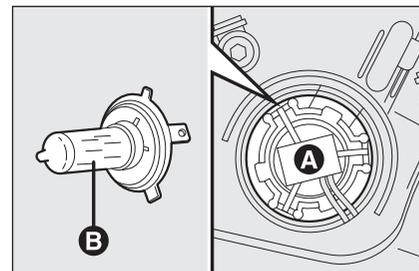


fig. 17

KA00089m

MAIN BEAM/DIPPED HEADLIGHTS

To change the bulb, proceed as follows:

- remove the protecting rubber cap mentioned above;
- press on the central electrical connector **A**-fig. 17 and withdraw the unit;
- remove the bulb **B** and replace it;
- fit the new bulb, aligning the outlines of the metallic part with the grooves on the reflector;
- refit the bulb holder catches and reconnect the electrical connector;
- refit the cap **A**, ensuring that it locks into place.



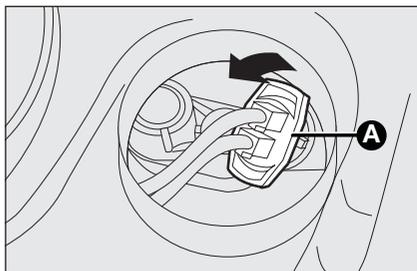


fig. 18

KA00090m

SIDE LIGHTS – TAIL LIGHTS

To change the bulb, proceed as follows:

- remove the protecting rubber cap mentioned above;
- turn the bulb holder clockwise **A-fig. 18** and withdraw it;
- remove the snap-fitted bulb and replace it;
- refit the bulb holder **A** by turning it clockwise and locking it properly;
- reinstall the rubber cap;

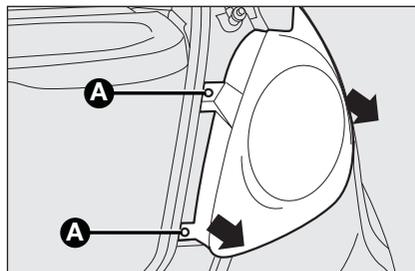


fig. 19

KA00104m

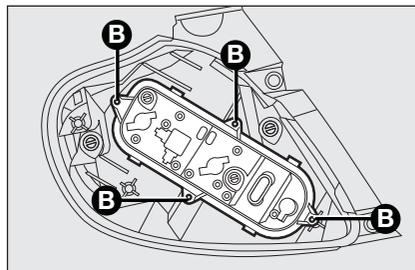


fig. 20

KA00105m

FRONT FOG LIGHTS (where provided)

IMPORTANT to replace the front fog lights you must contact a Ford Dealership.

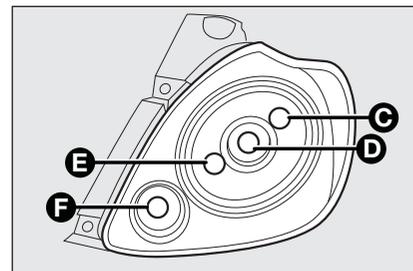


Fig. 21 – (left hand drive versions)

KA00106m

REAR LIGHT CLUSTERS

To change the bulb proceed as follows:

- open the tailgate;
- unscrew the two fastening screws **A-fig. 19** and extract the light cluster axially without rotating it;
- extract the bulb holder from its seat after releasing the four fixing screws **B-fig. 20**;
- extract the bulbs by pushing them slightly and turning them counterclockwise.

The bulbs are arranged as follows **fig. 21**:

- C** – Side/Brake (upper arch)
- D** – Direction indicators
- E** – Side (lower arch)
- F** – Reverse (right tail-light)/
rear fog lamp (left light)
– Reverse gear (left tail-light)/
rear fog guards (right light)

KNOWING
YOUR CAR

SAFETY

STARTING
LIGHTS AND DRIVING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

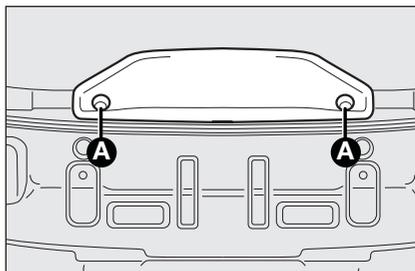


fig. 22

KA00091m

THIRD BRAKE LIGHT fig. 22-23

To change the bulb proceed as follows:

- undo the two fixing screws **A**;
- withdraw the unit;
- disconnect the electric connector **B**;
- tighten the bulb holder after unscrewing the two fixing screws;
- remove the press-fitted bulb to be replaced and change it;
- tighten the bulb holder and retighten both fixing screws;
- tighten both fixing screws **A**.

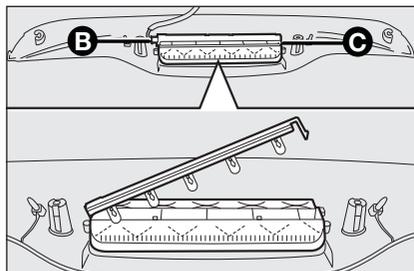


fig. 23

KA00092m

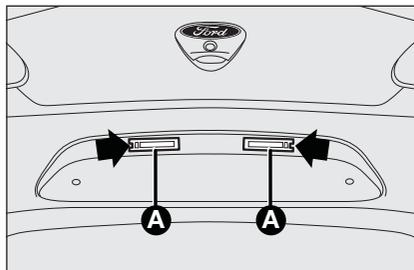


fig. 24

KA00093m

NUMBER PLATE LIGHTS fig. 24

To replace the bulbs proceed as follows:

- apply pressure to the point shown by the arrow and remove lens **A**;
- remove the press-fitted bulb to be replaced and change it;
- remove the lamp lens.

REPLACING INTERIOR BULBS

For the type of bulb and power rating, see "Changing a bulb".

ROOF LIGHT

To change the bulbs, proceed as follows:

- using the screwdriver provided, extract the roof light **A**-fig. 25 working in the point indicated by the arrow;



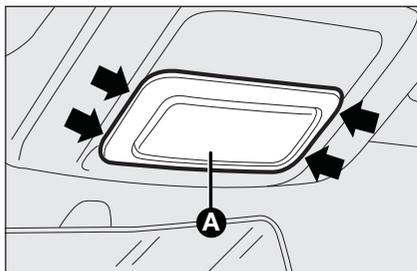


fig. 25

KA00094m

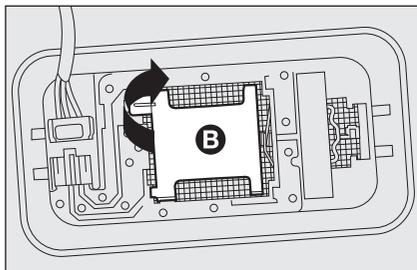


fig. 26

KA00095m

- open the cover **B**-fig. 26 as shown;
- replace bulb **C**-fig. 27 releasing it from the side contacts, then insert the new bulb making sure it is correctly clamped between the contacts;
- close the cap back and refit the lens.

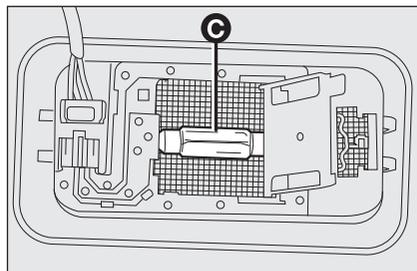


fig. 27

KA00096m

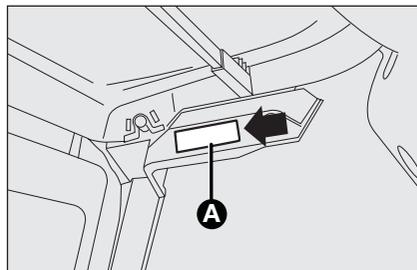


fig. 28

KA00097m

BOOT LIGHT (if present)

To change the bulb, proceed as follows:

- open the tailgate;
- using the screwdriver provided, extract the roof light **A**-fig. 28 working in the point shown.

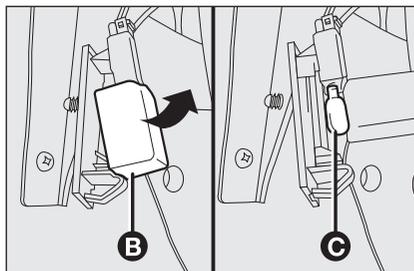


fig. 29

KA00098m

- open the bulb cover **B**-fig. 29 and replace the pressure-fit bulb **C**;
- re-close the bulb cover **B** on the lens;
- refit correctly the roof light pressing one side and then the other until the locking click is heard.

KNOWING
YOUR CAR

SAFETY

STARTING
LIGHTS AND
DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

REPLACING FUSES

GENERAL INFORMATION fig. 30

Fuses protect the electric system: they cut in (i.e. they blow) in the event of a failure or improper action on the system.

When a device does not work, check the efficiency of its fuse: the filament **A** must be intact. If it is not, replace the blown fuse with another with the same amperage (same colour).

B intact fuse.

C fuse with damaged filament.

To facilitate fuse replacement, use the pliers **D** hooked to the fuse box lid on the dashboard left-hand side.

Refer to the tables on the following pages to identify the protection fuse.

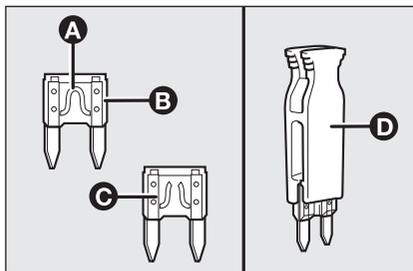


fig. 30

KA00099m



WARNING

If a fuse blows again, contact a Ford Dealership.



Never replace a fuse with metal wires or anything else.



WARNING

Never replace a fuse with another with a higher amp rating; DANGER OF FIRE.



WARNING

In case of general protection fuse intervention (MEGA-FUSE, MIDI-FUSE, MAXI-FUSE) contact a Ford Dealership.



WARNING

Before replacing a fuse, make sure that the ignition key has been removed and that all the other services are switched off and/or disengaged.



WARNING

If the general protection fuse for safety systems (air bag system, braking system), power unit systems (engine system, transmission system) or steering system blows, contact a Ford Dealership.



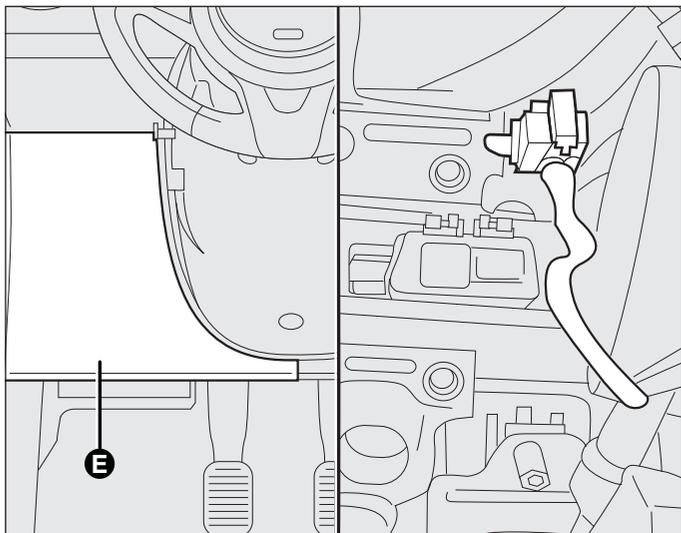


fig. 31

KA00107m

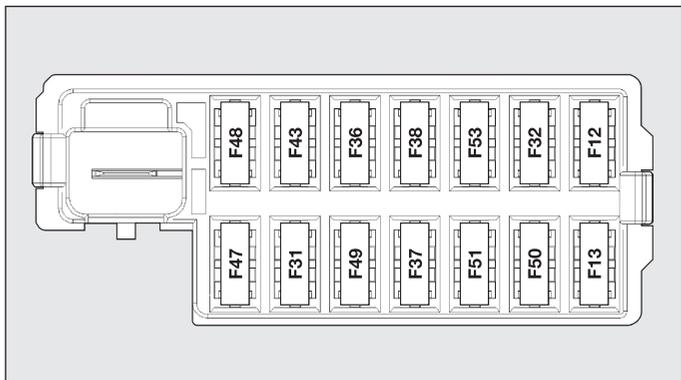


fig. 32

KA00100m

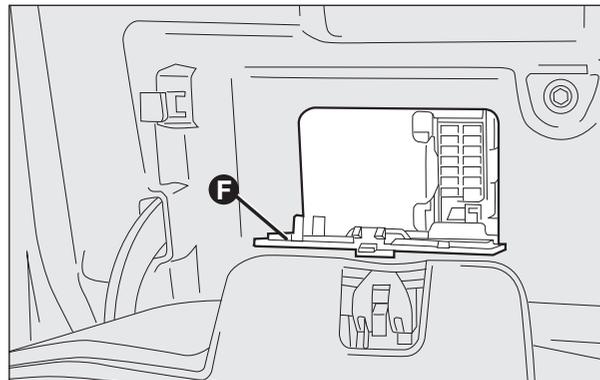


fig. 33

KA00125m

FUSE LOCATION

Dashboard fuses

Left-hand drive versions

To access the fuse you must remove the press-fitted cover **E**. The 5-A fuse for door mirror demisting is located in the diagnostic socket area, as shown in **fig. 31**.

The control unit shown in **fig. 32** is present in the lower area, besides the pedals.

Right-hand drive versions

To gain access to the fuse box shown in **fig. 32**, open flap **F** located inside the glove compartment **fig. 33**.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

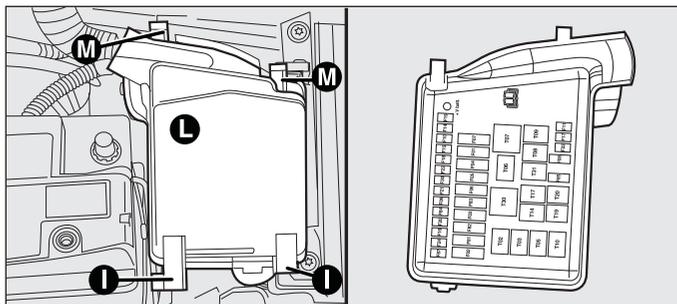


fig. 34

KA00101m

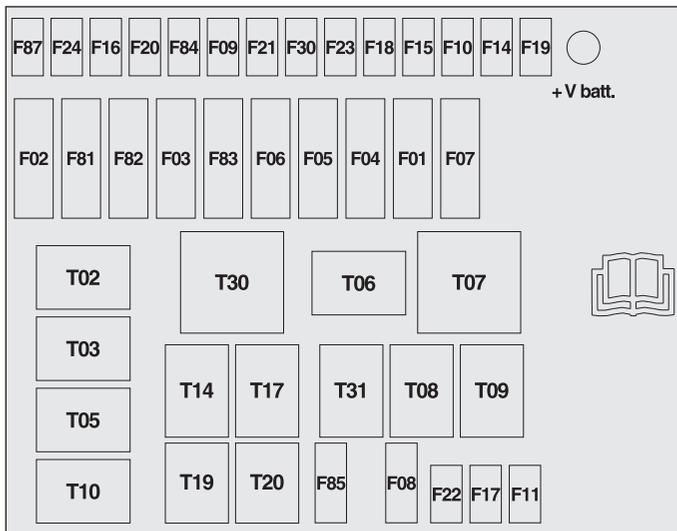


fig. 35

KA00102m

Engine compartment fuse box fig. 34 and 35

A second fuse box is located on the right side of the engine compartment, next to the battery; to access it press device **I**, release tabs **M** and remove cover **L**.

The ID number of the electrical component corresponding to each fuse can be found on the back of the cover.



If you need to wash the engine compartment, take care not to directly hit the engine compartment fuse box with the jet of water.





FUSE SUMMARY TABLE

Dashboard control unit – fig. 32

	FUSE	AMPERE
Right dipped beam power supply	F12	7,5
Left dipped headlight and headlight alignment control unit power supply	F13	7,5
Remote switch coils on fuse box in engine compartment (INT/A)	F31	5
Front and rear roof lights, boot and puddle lights	F32	7,5
Diagnosis socket, radio, climate control, EOBD	F36	10
Brake light switch, instrument panel node	F37	5
Door central locking	F38	20
Windscreen/rear window washer pump	F43	15
Driver's side electric windows	F47	20
Passenger side electric window	F48	20
Parking sensor, backlighting switches, electric mirrors	F49	5
Airbag Control Unit	F50	7,5
Radio switch, convergence, climate control, brake lights, clutch	F51	7,5
Instrument panel node	F53	5

Engine compartment unit – fig. 35

	FUSE	AMPERE
Climate control electric fan	F08	30
Trailer	F09	15
Horns	F10	15
Main beam headlamps	F14	15
Sun roof motor	F15	20
Heated rear window, mirror defrosters	F20	30
Fog lights	F30	15
Front socket (with or without cigar lighter plug)	F85	15

 KNOWING
YOUR CAR

SAFETY

 STARTING
AND DRIVING

 WARNING
LIGHTS AND
MESSAGES

 IN AN
EMERGENCY

 SERVICING
AND CARE

 TECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

RECHARGING THE BATTERY

IMPORTANT The battery recharging procedure is given as information only. You are recommended to go to a Ford Dealership to have this operation performed.

IMPORTANT After turning the ignition key to STOP and having closed the driver's side door, wait at least one minute before disconnecting and then reconnecting the battery electrical supply.

Charging should be slow at a low ampere rating for approximately 24 hours. Charging for a longer time may damage the battery.

Charge the battery as follows:

- disconnect the connector **A** (by pressing button **B**) from sensor **C** for monitoring the status of the battery installed on the negative battery pole **D**;
- connect the positive cable to the positive battery terminal **E** and the negative terminal to the sensor **D** as shown in the figure;
- turn on the charger. At the end of the charging process, switch the battery charger off;
- after having disconnected the recharging device, reconnect the connector **A** to the sensor **C** as shown in the figure.

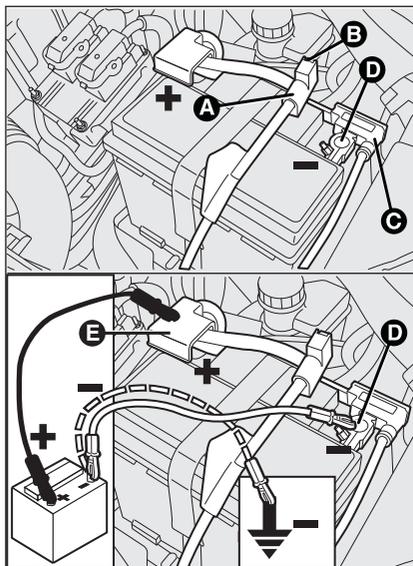


fig. 36

KA00196m



WARNING

Battery fluid is poisonous and corrosive: avoid contact with your skin and eyes. The battery recharging operation must be performed in a ventilated place, away from naked flames or possible sources of sparks to avoid the risk of explosion and fire.



WARNING

Don't try to recharge a frozen battery: it must be thawed first, otherwise it may explode. If the battery was frozen, have it inspected by specialised personnel before recharging to check that the internal elements are not damaged and that the casing is not cracked, which causes the risk of leakage of poisonous, corrosive gas.





RAISING THE CAR

If the car is to be lifted, go to a Ford Dealership which is equipped with the arm hoist or workshop lift.

TOWING THE CAR

The tow ring, which is provided with the car, is housed in the tool box, under the boot mat.

TOW RING HOOKING fig. 37

Proceed as follows:

- release the cap **A**;
- take the tow ring **B** from its seat in the tool support;
- fully tighten the ring on the front threaded pin.

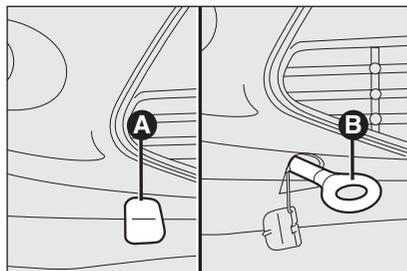


fig. 37

KA00076m



WARNING

Before towing, turn the ignition key to MAR-ON and then to STOP without removing it. The steering column will automatically lock when the key is removed and the wheels cannot be steered.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX



KNOWING YOUR CAR
SAFETY
STARTING AND DRIVING
WARNING LIGHTS AND MESSAGES
IN AN EMERGENCY
SERVICING AND CARE
TECHNICAL SPECIFICATIONS
INDEX



WARNING

When towing, remember that without the help of the brake servo and electric power steering, a greater effort is required on the pedal and steering wheel. Do not use bendy cables for towing and avoid jerking. While towing, make sure not to damage parts in contact with the car. Respect the specific rules of the Highway Code when towing the car specifically in relation to the towing device and the behaviour to maintain on the road.

Do not start the engine while towing the car.





SERVICING AND CARE

CHECKING LEVELS	134
AIR CLEANER	138
POLLEN FILTER	138
DIESEL FILTER	138
BATTERY	138
WHEELS AND TYRES	140
RUBBER HOSES	141
WINDSCREEN/REAR WINDOW WIPERS	142
BODYWORK	144
INTERIORS	145

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCY**SERVICING
AND CARE**TECHNICAL
SPECIFICATIONS

INDEX



CHECKING FLUID LEVELS

Left-hand drive versions

- A. Engine oil filler
- B. Engine oil level dipstick
- C. Engine coolant
- D. Windscreen washer fluid
- E. Brake fluid + Clutch fluid
(right-hand drive, petrol version only)
- F. Battery

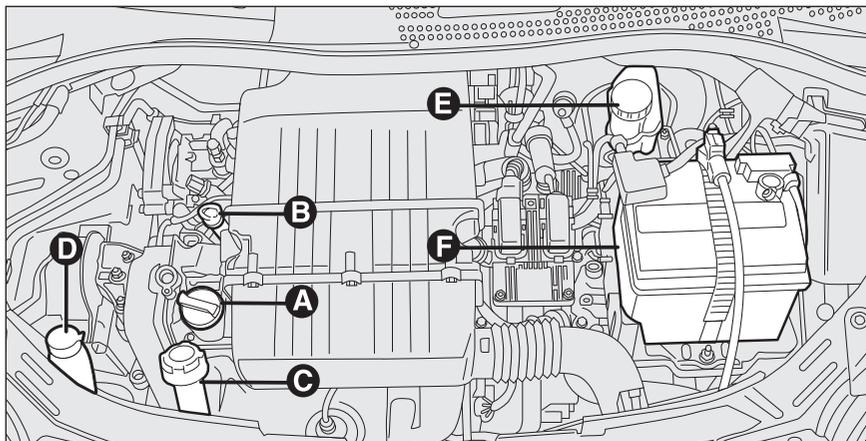


fig. 1 – 1.3L Duratorq versions

KA00197m

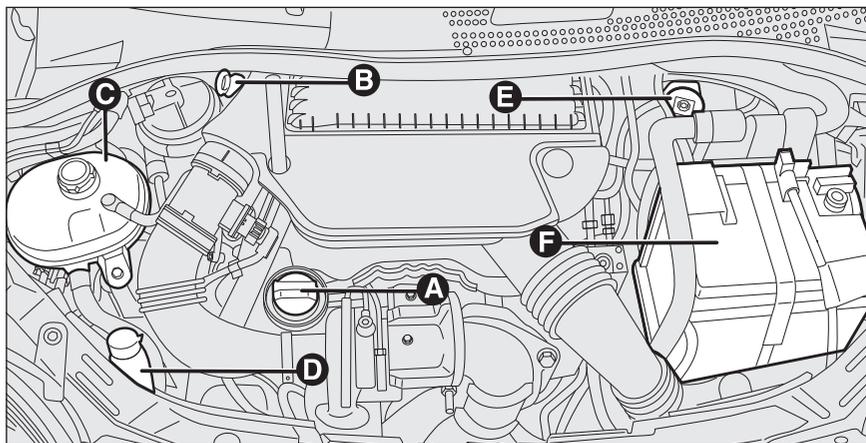


fig. 2 – 1.2L Duratec versions

KA00198m



WARNING

Never smoke while working in the engine compartment: gas and inflammable vapours may be present, with the risk of fire.



Be careful!, when topping up take care not to confuse the various types of fluids: they are all incompatible with one another and could seriously damage the car.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX





ENGINE OIL fig.1-2

Check the oil level a few minutes (about five) after the engine has stopped, with the car parked on level ground.

Check the level is within the MIN. and MAX. marks on the dipstick **B**.

The range between the MIN. and MAX. marks corresponds to about 1 litre of oil.

If the oil level is near or even under the MIN line, add oil through the filler **A** to reach the MAX mark.

The oil level must never exceed the MAX mark.

Engine oil consumption

The maximum engine oil consumption is usually 400 grams every 1000 km.

When the car is new, the engine needs to run in, therefore the engine oil consumption can only be considered stabilised after the first 5,000 – 6,000 km.

IMPORTANT The oil consumption depends on driving style and the car usage conditions.

IMPORTANT After adding or changing the oil, let the engine turn over for a few seconds and wait a few minutes after turning it off before you check the level.



WARNING

When the engine is hot, take care when working inside the engine compartment to avoid burns. Remember that when the engine is hot, the fan may operate: danger of injury. Pay attention to scarves, ties and other loose fitting garments: they may get caught by moving components.



Do not add any oil with different specifications to those of the existing engine oil.



The used engine oil and the replaced oil filter contain substances that may be dangerous for the environment. It is advisable to have oil and filters changed by a Ford Dealership where they will be disposed of according to the law.

ENGINE COOLANT fig. 1-2

Engine coolant level check



WARNING

Do not allow the fluid to touch your skin or eyes. If this happens, rinse the affected areas immediately with plenty of water and contact your doctor.



Make sure that the level is between the MIN and MAX marks on the reservoir.

The coolant expands when it is hot; the level may therefore extend beyond the MAX mark. If the level is at the MIN mark or lower, top up immediately.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

Engine coolant topping up



WARNING

Only top up when the engine is cold. If the engine is hot, wait 10 minutes for the engine to cool down. Do not remove the filler cap when the engine is running. Do not remove the filler cap when the engine is hot. Wait for the engine to cool down. Undiluted coolant is flammable and may ignite if accidentally spilt on a hot exhaust.



In an emergency, you can add just water to the cooling system to reach a Ford Dealership. Have the system checked by a Ford Dealership as soon as possible.



Prolonged use of incorrect dilution of the coolant can cause engine damage from corrosion, overheating or freezing. Unscrew the cap slowly. The system is under pressure: a breathing noise, while unscrewing the cap, is absolutely normal. If the level is low, slowly pour a mixture of 50% distilled water and 50% ARTECO Havoline XLC cooling fluid through the filler C until the level reaches MAX.

Do not top up further than the MAX mark. A 50-50 mixture of ARTECO Havoline XLC cooling fluid and distilled water gives freeze protection to -35°C . For particularly harsh climate conditions, a mixture of 60% ARTECO Havoline XLC cooling fluid and 40% demineralised water is recommended.



WARNING

While topping up, be careful fluid does not leak on engine hot parts.



The engine cooling system uses protective antifreeze fluid. Use the same fluid as in the cooling system when topping up. ARTECO Havoline XLC cooling fluid may not be mixed with other types of fluids. If this accidentally occurs, do not start the engine and contact a Ford Dealership.



WARNING

The engine cooling system is pressurised. If necessary, only replace the cap with another genuine one or the operation of the system may be adversely affected. Do not remove the reservoir cap when the engine is hot: you risk scalding yourself.



WARNING

When the engine is hot, take care when working inside the engine compartment: you risk scalding yourself.





WINDSCREEN/REAR WINDOW WASHER FLUID fig. 1-2

To add fluid, remove the cap **D**, pressing the special tab.

Check fluid level through the reservoir.

Close the cap **D** pressing its central section.



WARNING

Do not travel if the windscreen washer reservoir is empty: using the windscreen washer is essential for improving visibility.

Some commercial windscreen washer additives are flammable. The engine compartment contains hot parts which could cause a fire if they come into contact with these additives.

BRAKE FLUID fig. 1-2

Undo the cap **E**: and check that the liquid contained in the reservoir is at the maximum level.

Fluid level in the reservoir must not exceed the **MAX** mark.

Use the brake fluid shown in the “Fluids and lubricants” table (see section “Technical Specifications”) to top up.

Note Carefully clean the cap of reservoir **E** and the surrounding surface.

Take great care to ensure that impurities do not enter the reservoir when the cap is opened.

For topping-up, always use a funnel with integrated filter with mesh equal to or lower than 0.12 mm.

IMPORTANT Brake fluid is hygroscopic (i.e. it absorbs moisture). For this reason, if the car is mainly used in areas with a high degree of atmospheric humidity, the fluid should be replaced at more frequent intervals than specified in the “Service schedule”.



Prevent brake fluid which is highly corrosive from coming into contact with painted parts. Should this occur, immediately wash with water.



WARNING

Brake fluid is poisonous and highly corrosive. In the event of accidental contact, immediately wash the affected parts with water and neutral soap. Then rinse thoroughly. In case of swallowing immediately call a doctor.



WARNING

The symbol , on the container, indicates a synthetic brake fluid, which is different from a mineral fluid. Use of a mineral type fluid will damage the special rubber seals of the braking system beyond repair.

KNOWING YOUR CAR

SAFETY

STARTING AND DRIVING

WARNING LIGHTS AND MESSAGES

IN AN EMERGENCY

SERVICING AND CARE

TECHNICAL SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

AIR CLEANER/ POLLEN FILTER

Have the air cleaner or the pollen filter replaced by a Ford Dealership.

DIESEL FILTER

CONDENSATION DISCHARGE (Duratorq versions)



The presence of water in the supply circuit may cause severe damage to the injection system and irregular engine operation. If the warning light  goes on, contact a Ford Dealership as soon as possible to have the system bled. If the above indications come on immediately after refuelling, water has probably been poured into the tank: turn the engine off immediately and contact a Ford Dealership.

BATTERY

The car is fitted with a low-maintenance battery: no top-ups with distilled water are needed in standard conditions of use.

INSPECTING THE CHARGE AND THE ELECTROLYTE LEVEL

The operations must be carried out as described in this Owner Handbook only by skilled personnel. Any top-up operations must be carried out by specialised personnel and by a Ford Dealership.



WARNING
Battery liquid is poisonous and corrosive. Avoid contact with the skin and eyes. Keep naked flames or possible sources of sparks away from the battery: risk of explosion or fire.



WARNING

Using the battery when the fluid is too low can damage it irreparably and generate a risk of explosion.

CHANGING THE BATTERY

If required, replace the battery with an original spare part with the same specifications.

If a battery with different specifications is fitted, the service intervals given in the "Scheduled Servicing Plan" will no longer be valid.

For battery maintenance, you should therefore refer to the instructions provided by the battery manufacturer.





Incorrect installation of electric and electronic devices may cause severe damage to your car. Go to a Ford Dealership if you want to install accessories (anti-theft system, mobile phone, etc.): they will suggest the most suitable devices and advise you if a higher capacity battery needs to be installed.



Batteries contain substances that can be very dangerous for the environment. It is advisable to have the battery changed by a Ford Dealership where it will be disposed of according to the law.



WARNING
If the vehicle must remain unused for a long time at very low temperature, remove the battery and carry it to a warm place, to avoid freezing.



WARNING
When you must perform any operation on the battery or near it, always protect your eyes with special goggles.

USEFUL ADVICE FOR EXTENDING THE LIFE OF YOUR BATTERY

To avoid draining your battery and make it last longer, observe the following instructions:

- when you park the car, ensure the doors, tailgate and bonnet are closed properly, to prevent any light switching-on inside the passenger's compartment;
- the internal roof lights must be off. The car is however provided with an automatic system for switching-off internal lights;
- do not keep accessories (e.g. sound system, hazard warning lights, etc...) switched on for a long time when the engine is not running;
- before performing any operation on the electrical system, disconnect the negative battery cable;
- battery terminals shall always be perfectly tightened.

IMPORTANT If the charge level remains for a long time under 50%, the battery is damaged by sulphation, reducing its capacity and starting attitude.

The battery is also more prone to the risk of freezing (at temperatures as high as -10°C). Refer to the paragraph "Car inactivity" in "Starting and driving" if the car is left parked for a long time.

If after buying the car, you want to install electric accessories which require permanent electric supply (anti-theft system, etc.) contact your Ford Dealership whose qualified personnel, in addition to suggesting the most suitable devices, will evaluate the overall electric absorption, checking whether the car's electric system is capable of withstanding the load required, or whether it should be integrated with a more powerful battery.

Since these devices continue absorbing energy even when the ignition key is off, they gradually run down the battery.

KNOWING YOUR CAR

SAFETY

STARTING AND DRIVING

WARNING LIGHTS AND MESSAGES

IN AN EMERGENCY

SERVICING AND CARE

TECHNICAL SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

WHEELS AND TYRES

Check the pressure of each tyre, including the space-saver wheel, approximately every two weeks and before long journeys: the pressure should be checked with the tyre rested and cold.

It is normal for pressure to increase when the car is used. For the correct tyre inflation pressure, see “Wheels” in “Technical specifications” section.

Wrong pressure causes abnormal wear of tyres, **fig. 5**:

- A** standard pressure: tread evenly worn.
- B** low pressure: tread particularly worn at the edges.
- C** high pressure: tread particularly worn in the centre.

The tyres must be replaced when the tread is less than 1.6 mm thick. In any case, follow the laws in force in the country where you are driving.

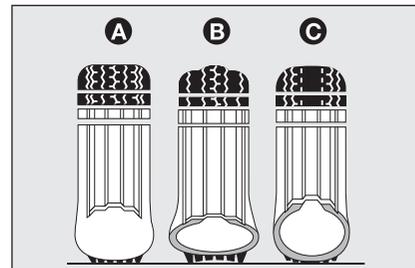


fig. 5

KA00081m

WARNINGS

- Avoid braking suddenly, burning starts and violent knocks against curbs, potholes or other obstacles if possible. Driving for long stretches over bumpy roads can damage the tyres;
- check the tyres regularly for cuts on the sides, swelling or irregular tread wear. In this case, go to a Ford Dealership if required;
- avoid overloading the car when travelling: this may cause serious damage to the wheels and tyres;
- if a tyre is punctured, stop the vehicle immediately and change it to avoid damage to the tyre, the rim, the suspensions and the steering system;
- a tyre will age even if it is not used much. Cracks in the tread and on the sidewalls are a sign of ageing.





Have the tyres checked by skilled personnel if they have been fitted for longer than six years. Also remember to check the space-saver wheel very carefully;

- In the case of replacement, always fit new tyres, avoiding those with an unknown origin;
- if a tyre is replaced, also change the inflation valve;
- to allow even wear between the front and rear tyres, it is advisable to change them over every 10–15 thousand kilometres, keeping them on the same side of the car so as not to reverse the direction of rotation.

**WARNING**

Remember that the road holding qualities of your car also depend on the correct inflation pressure of the tyres.

**WARNING**

If the pressure is too low, the tyre will overheat and could be seriously damaged.

**WARNING**

Avoid switching the tyres from the right side of the vehicle to the left side and vice versa.

**WARNING**

Never submit alloy rims to repainting treatments requiring the use of temperatures exceeding 150° C. The mechanical properties of the wheels could be impaired.

RUBBER HOSES

As far as the brake system and fuel rubber hoses are concerned, follow the “Scheduled Servicing Plan” in this chapter carefully.

Ozone, high temperatures and prolonged lack of fluid in the system may cause hardening and cracking of the hoses, with possible leaks. Careful checking is therefore necessary.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

WINDSCREEN/REAR WINDOW WIPERS

BLADES

Clean the rubber part regularly using special products.

Replace the blades if the rubber edge is deformed or worn. In all cases, it is advisable to replace them approximately once a year.

A few simple precautions can reduce the possibility of damage to the blades:

- make sure that the rubber part is not stuck to the windscreen at sub-zero temperatures. Use a de-icing product to release it if required;
- remove any snow from the glass: in addition to protecting the blades, this prevents effort on the motor and overheating;
- do not operate the windscreen and the rear screen wipers on dry glass.



WARNING

Driving with worn wiper blades is a serious hazard, because visibility is reduced in bad weather.

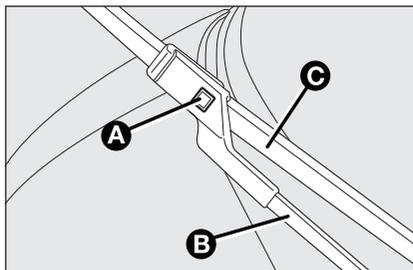


fig. 6

KA00199m

Changing the windscreen wiper blades fig. 6

Proceed as follows:

- lift the arm **B** of the wiper and position the blade **C** so that it forms an angle of 90° with the arm itself;
- press the button **A** and extract from the arm **B** the brush **C**;
- insert the new blade making sure it is locked.

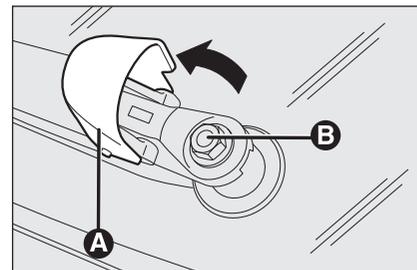


fig. 7

KA00200m

Changing the rear window wiper blade fig. 7

Proceed as follows:

- raise the cover **A** and remove the arm from the car, slackening the nut **B** that fastens it to the pivot pin;
- position the new arm correctly and tighten the nut;
- lower the cover.



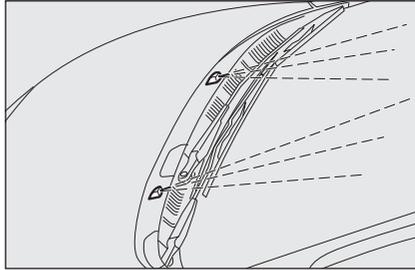


fig. 8

KA00079m

SPRAY NOZZLES

Windscreen washer fig. 8

If the jet of fluid is inadequate, firstly check that there is fluid in the reservoir: see "Checking fluid levels" in this chapter).

Then check that the nozzle holes are not clogged, if necessary clean them using a needle.

The windscreen jets are directed by adjusting the nozzle angle.

The jets must be directed at about $\frac{1}{3}$ of the height from the window upper edge.

WARNING In versions with a sun roof, make sure that the sun roof is closed before operating the front jets.

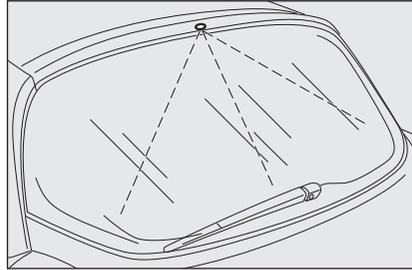


fig. 9

KA00080m

Rear window washer fig. 9

The rear window washer jets are fixed.

The nozzle holder is on the rear window.

BODYWORK

PROTECTION FROM ATMOSPHERIC AGENTS

The main causes of corrosion are the following:

- atmospheric pollution;
- salty air and humidity (coastal areas, or hot humid climates);
- seasonal environmental conditions.

The abrasive action of wind-borne atmospheric dust and sand, as well as mud and gravel raised by other cars is also not to be underestimated.

On your car, Ford implemented the best manufacturing technologies to effectively protect the bodywork against corrosion.

These include:

- painting products and systems which give the car particular resistance to corrosion and abrasion;
- use of galvanised (or pretreated) steel sheets, with high resistance to corrosion;

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

- spraying the underbody, engine compartment, internal wheel arches and other parts with highly protective wax products;
- spraying of protective plastic material in the more exposed points: underdoor, inner mudguard parts, edges, etc...;
- use of “open” boxed sections to prevent condensation and pockets of moisture which could cause rust inside.

BODY AND UNDERBODY WARRANTY

Your car is covered by warranty against perforation due to rust of any original element of the structure or body.

For the general terms of this warranty, refer to the Warranty Booklet.

ADVICE FOR PRESERVING THE BODYWORK

Paint

Paintwork does not only serve an aesthetic purpose, but also protects the underlying sheet metal.

Touch-up abrasions and scratches immediately to prevent the formation of rust. Only use genuine spare paint products for touch-ups (see “Bodywork paint identification plate” in the “Technical Specifications” chapter).

Standard maintenance of paintwork consists in washing the vehicle; its frequency depends on the conditions and environment where the vehicle is used. For example, in highly polluted areas, or if the roads are sprayed with salt, it is advisable to wash the car more frequently.

To correctly wash the vehicle, proceed as follows:

- remove the aerial from the roof to prevent damage to it if the car is washed in an automatic system;
- if high pressure jets or cleaners are used to wash the vehicle, hold at least 40 cm away from the bodywork to avoid damage or alteration. It should be remembered that the build up of water can damage the car over a period of time;
- wash the body using a low pressure jet of water;
- wipe a sponge with a slightly soapy solution over the bodywork, frequently rinsing the sponge;
- rinse well with water and dry with a jet of air or a chamois leather.

Dry the less visible parts particularly carefully, such as the door frames, bonnet and the headlight frames, where water may stagnate more easily. The car should not be taken to a closed area immediately, but left in the open so that residual water can evaporate.

Do not wash the car after it has been left in the sun or with the bonnet hot: this may alter the shine of the paintwork.

Exterior plastic parts must be cleaned in the same way as the rest of the car.

Where possible, do not park under trees; the resinous substance that many species release give the paint a dull appearance and increase the possibility of triggering rusting processes.

IMPORTANT Bird droppings must be washed off immediately and thoroughly as the acid they contain is particularly aggressive.



Detergents cause water pollution. The vehicle should be washed in areas equipped for collecting and purifying the liquid used in the washing process.





Glasses

To clean glasses, use specific window cleaner products.

Also use clean cloths to avoid scratching the glass or damaging the transparency.

IMPORTANT Wipe the rear window inside gently with a cloth in the direction of the filaments to avoid damaging the heating device.

Engine compartment

At the end of each winter, thoroughly wash the engine compartment, taking care to avoid spraying the water jet directly onto the electronic control units and the relay/fuse box on the left side of the engine compartment (driving direction). Have this operation performed at a specialised workshop.

IMPORTANT The washing should take place with the engine cold and the ignition key in the **STOP** position. After the washing operation, make sure that the various protections (e.g. rubber caps and guards) have not been removed or damaged.

Front headlights

IMPORTANT Never use aromatic substances (e.g.: petrol) or ketenes (e.g.: acetone) for cleaning front headlight plastic lens.

INTERIORS

MATS

To fit the mats correctly:

- position the mat so that the eyelets **A**-fig. 10 correspond to the restraint systems **B** installed on the floor;
- lightly press on the mat, in the area around the restraint devices, till it lowers in the correct position.

To remove the mats:

- lift the press-fitted mat by releasing it from its restraint devices **B**.

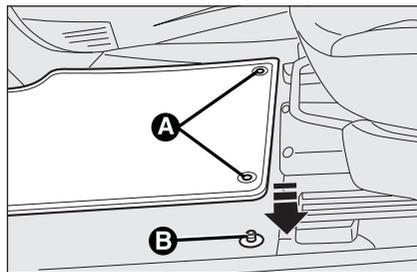


fig. 10

KA00212m



WARNING

Always use genuine mats, designed to correctly adapt to the shape of your vehicle floor. Use only mats that leave the pedal area free of obstacles. Use only mats equipped with devices to keep them in the correct position, so that they cannot move and interfere with the pedals or affect the safe vehicle driving.

If the pedals cannot move freely, this could result in losing control of the vehicle and increase the risk of serious injuries in the event of an accident.

Make sure the mats are correctly locked by both restraint devices.

Do not use non-genuine mats as, if not properly locked, they can move in the pedal area while you are driving and increase the risk of losing control of the vehicle.

KNOWING
YOUR CAR

SAFETY

STARTING
LIGHTS AND
DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

**WARNING**

Never place additional (or similar) mats on the genuine vehicle mats: they can move freely and thus can interfere with the pedals or somehow affect the safe vehicle driving. Genuine mats are designed to adhere on the vehicle floor and not on other surfaces.

Additional mats also reduce the pedal stroke and potentially affect their correct operation.

If you clean or remove the mats, before driving always check they are properly fastened.

Make sure that possible objects onboard cannot fall in the driver's feet area while driving as, trapped under the pedals, this could result in losing control of the vehicle.

Failure to comply with the above instructions may result in losing control of the vehicle.

**WARNING**

Never use flammable products, such as petrol ether or rectified petrol to clean the inside of the car. The electrostatic charges which are generated by rubbing during cleaning may cause a fire.



Periodically check that water is not trapped under the mats (due to water dripping off shoes, umbrellas, etc.) which could cause oxidisation of the sheet metal.

**WARNING**

Do not keep aerosol cans in the vehicle: these could explode. Aerosol cans must not be exposed to a temperature exceeding 50° C. When the vehicle is exposed to sunlight, inner temperature can greatly exceed this value.

SEATS AND FABRIC PARTS

Remove dust with a soft brush or a vacuum cleaner.

Rub the seats with a sponge moistened with a solution of water and neutral detergent.

PLASTIC PARTS

It is advisable to clean interior parts with a moist cloth and a solution of water and mild neutral soap.

To remove grease and tough stains, use products designed specifically for cleaning plastics. These have no solvents and have been designed so that they do not alter the appearance and colour of the components.

IMPORTANT Never use alcohol or petroleum to clean the instrument panel.





TECHNICAL SPECIFICATIONS

IDENTIFICATION DATA	148
ENGINE CODES – BODYWORK VERSIONS	150
ENGINE	151
POWER SUPPLY	152
TRANSMISSION	152
BRAKES	153
SUSPENSION	153
STEERING	153
WHEELS	154
DIMENSIONS	157
PERFORMANCE	158
WEIGHTS	159
CAPACITIES	160
FLUIDS AND LUBRICANTS	161
FUEL CONSUMPTION	163
CO ₂ EMISSIONS	164

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

IDENTIFICATION DATA

It is advisable to take note of the identification codes. The following identification codes **fig. 1** are printed and shown on the plates:

- 1 Tyre pressure plate.
- 2 Vehicle Data Plate.
- 3 Body marking (VIN)
- 4 VIN plate.

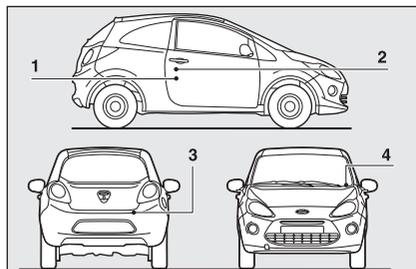


fig. 1

KA00132m

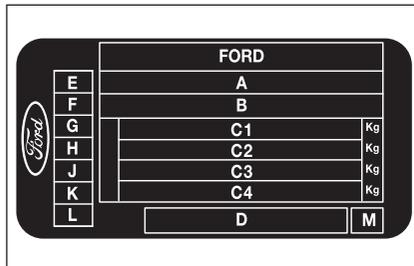


fig. 2

KA00135m

IDENTIFICATION DATA PLATE

fig. 2

This is stuck on the front right door pillar and shows the following data:

- A** National type approval or complete vehicle.
- B** VIN plate
- C1** Gross vehicle mass

- C2** Gross towing mass
- C3** Maximum permissible front axle load
- C4** Maximum permissible rear axle load
- M** Emission value (only diesel)
- D** Model or body type codes
- L** Exhaust emission level codes
- K** Body colour codes
- J** Interior trim codes
- H** Final drive ratio codes
- G** Gearbox codes
- F** Engine codes
- E** Driver side



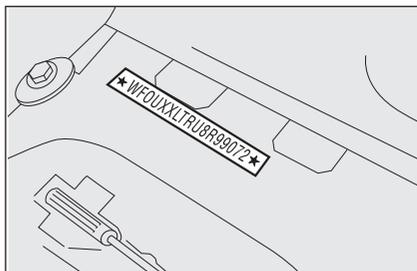


fig. 3

KA00126m

ENGINE MARKING

Engine marking is stamped on the cylinder block and includes the model and the chassis serial number.

CHASSIS MARKING fig. 3

It contains the following information:

- Manufacturer's identification code
- Bodywork type
- Plant
- Model
- Manufacture date: yy/mm
- Vehicle number sequence



KNOWING YOUR CAR
SAFETY
STARTING AND DRIVING
WARNING LIGHTS AND MESSAGES
IN AN EMERGENCY
SERVICING AND CARE
TECHNICAL SPECIFICATIONS
INDEX





ENGINE CODE – BODYWORK VERSIONS

Versions	Engine type code	Bodywork version code
I.2L Duratec	I69A4000	RU8ABDAIU
		RU8AAAAIU (*)
I.3L Duratorq	I69A5000	RU8BBABIU

(*) For versions/markets, where provided

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX





ENGINE

GENERAL INFORMATION		1.2L Duratec	1.3L Duratorq
Engine code		169A4000	169A5000
Cycle		Otto	Diesel
Number and arrangement of cylinders		4 in line	4 in line
Piston bore and stroke	mm	70.8 × 78.86	69.6 × 82
Total displacement	cm ³	1242	1248
Compression ratio		11,1 ± 0,2 / 11,1:1 (*)	16,8:1
Max power (EEC)	kW HP	51 69	55 75
corresponding speed	rpm	5500	4000
Max. torque (EEC)	kW kgm	102 10.4	145 14.8
corresponding speed	rpm	3000	1500
Spark plugs		NGK ZKR7A CHAMPION RA8MCX4 NGK DCPR7E-N-10 (*)	-
Fuel		Unleaded petrol 95 R.O.N.	Diesel fuel for motor vehicles (EN 590 standard)

(*) For versions/markets, where provided

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

POWER SUPPLY

	1.2L Duratec	1.3L Duratorq
Power supply	Multipoint electronic injection sequential, phased, returnless system	Common Rail direct injection with electronic control, turbo and intercooler



WARNING

Modifications or repairs to the fuel supply system that are not carried out properly or do not take the system technical specifications into account can cause malfunctions leading to fire risk.

TRANSMISSION

	1.2L Duratec – 1.3L Duratorq
Gearbox	Five forward gears and reverse with synchromesh for forward gear engagement
Clutch	Self-adjusting pedal without idle stroke
Drive	Front





BRAKES

I.2L Duratec – I.3L Duratorq

Service brakes:

– front

discs

– rear

drum, self-centring shoes with control cylinder for each wheel

Parking brake

controlled by hand lever, working on rear brakes

IMPORTANT Water, ice and salt sprinkled on the roads may deposit on the brake discs reducing braking efficiency the first time the brakes are applied.

SUSPENSION

I.2L Duratec – I.3L Duratorq

Front

MacPherson independent wheels, mechanical cross member, shock absorbers and helical springs; stabiliser bar for versions with electric power steering.

Rear

torsion beam with interconnected wheels consisting of a torsion axle and two tubular arms with shock absorbers and coil springs.

STEERING

I.2L Duratec – I.3L Duratorq

Type

rack and pinion with electric power steering (where provided)

Turning circle (kerb to kerb)

m

9.3

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

WHEELS

RIMS AND TYRES

Pressed steel or alloy rims. Tubeless radial carcass tyres. The vehicle registration document also lists all type-approved tyres.

IMPORTANT In the event of discrepancies between the information provided on this “Owner Handbook” and the “Vehicle registration document”, only the latter is valid.

For safe driving, the car must be fitted with tyres of the same make and type on all wheels.

IMPORTANT Do not use inner tubes in the case of tubeless tyres.

SPACE-SAVER WHEEL

Pressed steel wheel. Tubeless tyre.

WHEEL GEOMETRY

Front wheel toe-in measured from rim to rim: 1.8 ± 1 mm

The values refer to the car in running order.

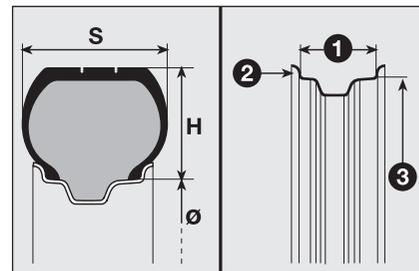


fig. 4

KA00083m

READING TYRE MARKINGS fig. 4

Example: 175/65 R 14 82T

175 = Rated width (S, distance between sidewalls in mm).

65 = Height/width ratio (H/S) in percentage.

R = Radial tyre.

14 = Rim diameter in inches (Ø).

82 = Load rating (capacity).

T = Maximum speed rating.





Maximum speed index

Q = up to 160 km/h.

R = up to 170 km/h.

S = up to 180 km/h.

T = up to 190 km/h.

U = up to 200 km/h.

H = up to 210 km/h.

V = up to 240 km/h.

Maximum speed rating for snow tyres

QM + S = up to 160 km/h.

TM + S = up to 190 km/h.

HM + S = up to 210 km/h.

Load rating (capacity)

70 = 335 kg | **81** = 462 kg

71 = 345 kg | **82** = 475 kg

72 = 355 kg | **83** = 487 kg

73 = 365 kg | **84** = 500 kg

74 = 375 kg | **85** = 515 kg

75 = 387 kg | **86** = 530 kg

76 = 400 kg | **87** = 545 kg

77 = 412 kg | **88** = 560 kg

78 = 425 kg | **89** = 580 kg

79 = 437 kg | **90** = 600 kg

80 = 450 kg | **91** = 615 kg

READING RIM MARKINGS fig. 4

Example: 6J x 15H2

6 = rim width in inches **1**.

J = rim drop centre outline (side projection where the tyre bead rests) **2**.

15 = rim nominal diameter in inches (corresponds to diameter of the tyre to be mounted) **3** = Ø.

H2 = shape and number of humps (contour used for withholding tubeless tyre beads on the rim).

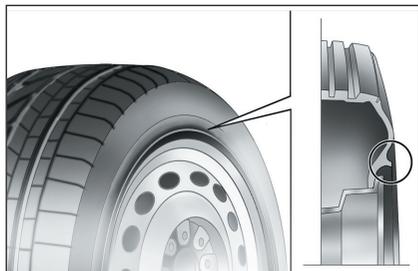


fig. 4a

F0T0000m

RIM PROTECTOR TYRES fig. 4a



WARNING

Do not fit wheel caps when using caps fixed (with springs) to the steel rim and tyres other than factory-fitted tyres provided with Rim Protector (fig. 4a). DO NOT fit wheel caps. Use of unsuitable tyres and wheel caps may cause sudden loss of tyre pressure.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVING

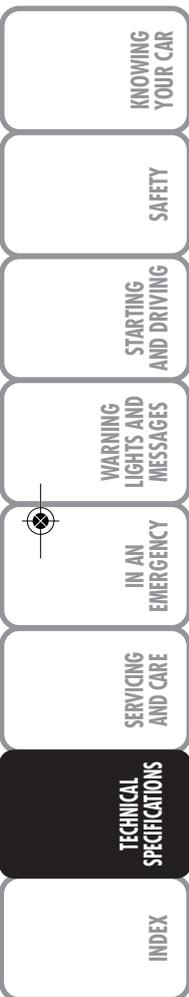
WARNING
LIGHTS AND
MESSAGES

IN AN
EMERGENCY

SERVICING
AND CARE

TECHNICAL
SPECIFICATIONS

INDEX



Versions	Rims	Tyres standard tyre	Tyres Snow tyre	Space-saver wheel (where provided)	
				Rim	Tyre
1.2L Duratec	5.5jx14 H2 ET 35	165/65 R14 79T	165/65 R14 79Q	5Bx14 H ET 31.5	165/65 R14 79T
	5.5jx14 H2 ET 35	175/65 R14 82T	175/65 R14 82Q		
	6jx15 H2 ET 40	195/50 R15 82T	195/50 R15 82Q		
	6.5jx16 H2 ET 40	195/45 R16 84T	195/45 R16 84Q		
1.3L Duratorq	5.5jx14 H2 ET 35	165/65 R14 79T	165/65 R14 79Q	4Bx14 ET 43 (*)	135/80 B14 84M (*) 135/80 R14 84P (*)
	5.5jx14 H2 ET 35	175/65 R14 82T	175/65 R14 82Q		
	6jx15 H2 ET 40	195/50 R15 82T	195/50 R15 82Q		
	6.5jx16 H2 ET 40	195/45 R16 84T	195/45 R16 84Q		

(*) Alternative space-saver wheel

COLD TYRE INFLATION PRESSURE (bar)

Add +0.3 bar to the prescribed pressure when the tyres are warm.
However, recheck that the value is correct with the tyre cold.

Tyres	Versions	Medium load		Full load		Space-saver wheel (where provided)
		Front	Rear	Front	Rear	
165/65 R14 79T	1.2L Duratec	2.0	2.0	2.3	2.5	3.0 2.8 (*)
	1.3L Duratorq	2.2	2.0	2.3	2.5	
175/65 R14 82T	1.2L Duratec	2.0	2.0	2.3	2.5	
	1.3L Duratorq	2.2	2.0	2.3	2.5	
195/50 R15 82T	1.2L Duratec	2.0	2.0	2.3	2.5	
	1.3L Duratorq	2.2	2.0	2.3	2.5	
195/45 R16 84T	1.2L Duratec	2.0	2.0	2.3	2.5	
	1.3L Duratorq	2.2	2.0	2.3	2.5	

(*) Alternative space-saver wheel



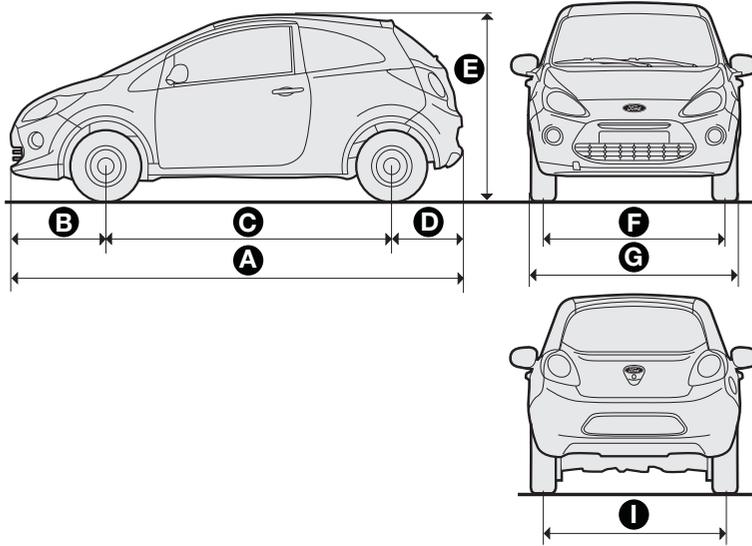


fig. 5

KA00084m

DIMENSIONS

Dimensions are expressed in mm and refer to the vehicle equipped with its original tyres.

Height is measured with the vehicle unladen.

Versions	A	B	C	D	E	F	G	I
1.2L Duratec	3620	758	2300	562	1506(*)	1399÷1409 (*)	1658	1387÷1397(*)
1.3L Duratorq	3620	758	2300	562	1506(*)	1399÷1409 (*)	1658	1387÷1397(*)

(*) Measurements may vary according to rim/tyre size.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

PERFORMANCE

Max. allowed speed after initial car use, in km/h.

1.2L Duratec

159

159 long gear ratios (*)
160 short gear ratios (*)

1.3L Duratorq

160

(*) For versions/markets, where provided





WEIGHTS

Weights (kg)	I.2L Duratec	I.3L Duratorq
Unladen weight (with all fluids, fuel tank filled to 90% and without optional equipment)	865	980
Payload (*) including the driver:	455	435
Maximum admitted loads (**)		
– front axle:	770	830
– rear axle:	640	640
– total:	1320	1415
Maximum load on roof:	50	50

(*) If special equipment is fitted (tow hook, etc.) the unladen vehicle weight increases, thus reducing the specified payload.

(**) Loads not be exceeded. The user is responsible for arranging goods in the luggage compartment and/or load platform within the maximum permitted loads.

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

CAPACITIES

		1.2L Duratec	1.3L Duratorq	Recommended fuels and original lubricants
Fuel tank: including a reserve of:	litres litres	35 5	35 (▲) 5 (▲)	Unleaded petrol with R.O.N. no lower than 95 (▲) Diesel fuel for motor vehicles (EN 590 standard)
Engine cooling system:	litres	4.85	6.3	ARTECO Havoline XLC cooling fluid
Engine sump:	litres	2.5	2.8	—
Engine sump and filter:	litres	2.8	3.0	—
Gearbox casing/differential:	litres	1.65	1.65	TUTELA CAR TECHNYX
Hydraulic brake circuit:	kg	0.55	0.55	SUPER DOT 4
Windscreen and rear window washer fluid reservoir:	litres	2.5	2.5	—





FLUIDS AND LUBRICANTS

RECOMMENDED PRODUCTS AND THEIR SPECIFICATIONS

Use	Fluid and lubricant features for correct car operation	Interval for replacement
Lubricants for petrol and diesel engines	SAE 5W-40 engine oil (WSS-M2C917-A)	According to Scheduled Servicing Plan

In emergency cases where genuine products are not available, lubricants with min. performance ACEA C3 are accepted. If this is the case, the best engine performance is guaranteed. We however recommend replacing the lubricant with those recommended by your Ford Dealership.

The use of products with specifications below ACEA C3 standards could cause damage to the engine not covered under the warranty.

KNOWING YOUR CAR

SAFETY

STARTING AND DRIVING

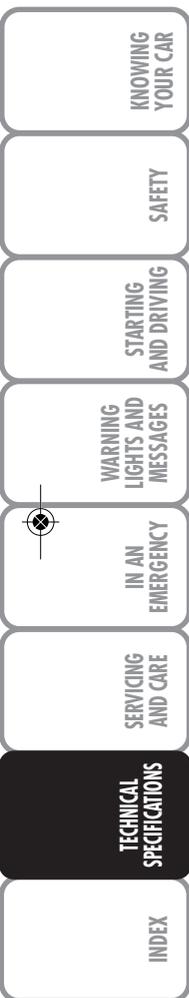
WARNING LIGHTS AND MESSAGES

IN AN EMERGENCY

SERVICING AND CARE

TECHNICAL SPECIFICATIONS

INDEX



Use	Fluid and lubricant features for correct car operation	Fluids and lubricants genuine	Applications
Lubricants and greases for drive transmission system	SAE 75W-85 grade synthetic lubricant.	TUTELA CAR TECHNYX	Manual gearboxes and differentials
Brake fluid	ESD-M6C57-A Super DOT 4 (BASF Hydraulan 407-1)	SUPER DOT 4	Hydraulic brakes and hydraulic clutch controls
Protective agent for radiators	Protective agent with antifreeze action	ARTECO Havoline XLC cooling fluid (WSS-M97B44-D)	Cooling circuits





FUEL CONSUMPTION

The fuel consumption figures given in the table below are determined on the basis of the type-approval tests set down by relevant European Directives.

The procedures below are followed for measuring consumption:

- urban cycle: cold starting followed by driving that simulates urban use of the vehicle;
- extra-urban cycle: frequent accelerations in all gears, simulating extra-urban use of the vehicle: speed varies between 0 and 120 km/h;
- combined consumption: the weighting is around 37% urban cycle and 63% extra-urban cycle.

IMPORTANT The type of route, traffic situations, weather conditions, driving style, general conditions of the car, trim level/equipment/accessories, load, climate control system, roof rack, other situations that affect air drag may lead to different fuel consumption levels than those measured.

Fuel consumption according to the current directive (litres/100 km)

Versions	Urban	Extra-urban	Combined
1.2L Duratec	5,8	4,4	4,9
(*) long gear ratios	6,3	4,4	5,1
(*) short gear ratios	6,6	4,5	5,3
1.3L Duratorq	4,9	3,7	4,1

(*) For versions/markets, where provided

KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX



KNOWING
YOUR CAR

SAFETY

STARTING
AND DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX

CO₂ EMISSIONS

The CO₂ emission levels given in the following table refer to combined consumption.

Versions	CO ₂ emissions according to the current directive (g/km)
1.2L Duratec	115
(*) long gear ratios	119
(*) short gear ratios	125
1.3L Duratorq	109

(*) For versions/markets, where provided





INDEX

ABS system	53	Boot light	40	CO2 emissions	164
ABS	53	– bulb replacement	125	Code Card	8
Accessories purchased by the owner	66	Boot	47	Control buttons	41
Air bag	78	– closing	47	Controls	15-41
– driver's front air bag	79	– extending the boot	48	Coolant level	136
– passenger's front air bag	79	– opening	47	Courtesy lights	40
– Side bag-Window bag	82	Brake fluid level	137	– boot	40
Air filter	138	Brakes	153	– front	40
ASR	56	– fluid level	137	Cup/can holders	44
Automatic climate control system ..	34	– specifications	153	D ashboard	5-6
Auto-Start-Stop system	60	Bulb (replacement)	118	Multifunction display	15
		– bulb types	119	Dimensions	157
		– general information	118	Dipped beam headlights	37
B attery	138	C ar inactivity	93	– bulb replacement	122
– changing	138	Car refuelling	67	– control	37
– checking the charge	138	Carrying children safely	73	Direction indicators	37
– jump starting	106	Ceiling lights	40	– control	37
– recharging	130	– bulb replacement	124	– front bulb replacement	122
– useful advice	139	– control	40	– rear bulb replacement	123
Bodywork	150	Central locking	45	– side bulb replacement	122
– maintenance	144	Changing a wheel	108	Door locking	45
– version codes	150	Chassis (marking)	149	Door unlocking	45
– warranty	144	Checking fluid levels	134	Doors	45
Bonnet	49	Child seats (suitability for use)	75		
Boot extension	48	Clutch	152		

KNOWING
YOUR CAR

SAFETY

STARTING
LIGHTS AND
DRIVINGWARNING
LIGHTS AND
MESSAGESIN AN
EMERGENCYSERVICING
AND CARETECHNICAL
SPECIFICATIONS

INDEX





KNOWING YOUR CAR
SAFETY
STARTING AND DRIVING
WARNING LIGHTS AND MESSAGES
IN AN EMERGENCY
SERVICING AND CARE
TECHNICAL SPECIFICATIONS
INDEX

E BD (fault)	54	Fuel consumption	163	– headlamp alignment corrector	52
Electric windows	46	Fuel cut-off system	42	Hill Holder system	55
Engine compartment (washing)	145	Fuel flap	67	I dentification data	148
Engine coolant gauge	12	Fuel gauge	12	Ignition switch	9
Engine oil		Fuel tank cap	67	In an emergency	105
– checking the level	135	Fuel	160	Instrument panel	12
– consumption	135	– fuel consumption	163	Interior fittings	43
– technical specifications	160	– fuel cut-off system	42	Interiors	145
Engine oil level	135	– gauge	14	Isofix child seat	76
Engine	151	– refuelling	160	iTPMS system	64
– identification code	150	– tank capacity	160	iTPMS (System)	64
– marking	149	Fuses (changing)	126	K ey with remote control	8
– specifications	151	G earbox	89	– battery replacement	10
EOBD system	57	– technical specifications	152	– request for additional remote controls	10
ESP system	54	– using the manual gearbox	89	Key without remote control	8
Exterior lights	37	Gear Shift Indicator	15	L evels	134
F iat CODE (system)	5	H andbrake	88	Load limiters	71
Fix&Go (quick tyre repair kit)	114	Hazard warning lights	41	M ain beam headlights	37
Flashing the headlights	37	Headrests	27	– bulb replacement	122
Fluids and lubricants	161	Heating and ventilation	31	– control	37
Follow Me Home (device)	38	Heating/ventilation system	31	– flashing the headlights	37
Ford CODE system	7	Hedlamps	51		
Front fog lights	41	– adjusting headlights abroad	52		
– bulb replacement	123	– beam alignment	51		
– control button	41	– front fog lights alignment	52		





Manual climate control system	32	R adio	65	– load limiters	71
Mirrors	29	Radio frequency remote control	8	– maintenance	73
– electric	29	– battery replacement	10	– pretensioners	71
– external	29	– request for additional remote controls	10	– use	70
– internal	29	Radio transmitters and mobile phones	66	Seats	25
MSR system	56	Raising the car	131	– cleaning	146
N umber plate light	124	Rear fog lights	41	– climate control system	32-34
O ddment compartment under the seat	43	– bulb replacement	123	Side lights	37
Oddments compartment	43	– control button	41	– bulb replacement	123
On-board instruments	12	Rear window washer	39	Smart washing	38
P aint	144	– control	39	Snow chains	93
Parking sensors	58	– fluid level	136	Spark plugs	151
Passenger compartment air vents ...	30	Rear window wiper	39	Speedometer (speed indicator)	12
Performance	158	– blades	142	Starting the engine	86
Plates	148	– control	39	– bump starting	107
– body paint	148	– jets	143	– how to warm up the engine after it has just started	87
– identification data	148	Refuelling	160	– ignition switch	11
Pollen filter	138	Rev counter	12	– jump starting	106
Preparation for fitting Isofix child seat	76	Reverse light	123	– procedure for Diesel versions	87
Pretensioners	71	Rim Protector	155	– procedure for petrol versions ...	86
Protecting the environment	68	Rubber tubes	414	– stopping the engine	88
		S afety	69	Starting up and driving	85
		Saving fuel	90	Steering	153
		Seat adjustment	25	Steering wheel adjustment	28
		Seat belts	70		
		– general warning	71		

KNOWING YOUR CAR

SAFETY

STARTING AND DRIVING

WARNING LIGHTS AND MESSAGES

IN AN EMERGENCY

SERVICING AND CARE

TECHNICAL SPECIFICATIONS

INDEX





KNOWING YOUR CAR
SAFETY
STARTING AND DRIVING
WARNING LIGHTS AND MESSAGES
IN AN EMERGENCY
SERVICING AND CARE
TECHNICAL SPECIFICATIONS
INDEX

Steering wheel lock	11	V entilation	31
Sun visors	43	W arning lights and messages	95
Supply	152	Weights	159
Suspension	153	Wheel	154
Symbols	7	– replacement	108
T ailgate	47	– spare wheel	154
Technical specifications	147	Wheel geometry	154
Third brake light	124	Wheel rims	154
Top speeds	158	– reading rim markings	154
Towing the car	131	When parked	88
Transmission	152	Window cleaning	143
Trip computer	24	Windscreen and rear window wiper blades	142
Tyre pressures	156	Windscreen washer	38
Tyres	154	– control	38
– inflation pressure	156	– fluid level	136
– maintenance	140	Windscreen wiper	38
– reading tyre markings	155	– blades	142
– replacement	108	– control	38
– Rim Protector	155	– jets	143
– snow tyres	156	Windscreen/rear window washer level.....	136
– standard equipment	156		
U sing the manual gearbox	89		





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INFLATION PRESSURES WHEN COLD (bar)

Add +0.3 bar to the prescribed pressure when the tyres are warm. However, recheck that the value is correct with the tyre cold.

Tyres	Versions	Medium load		Full load		Space-saver wheel (where provided)
		Front	Rear	Front	Rear	
165/65 R14 79T	1.2L Duratec	2.0	2.0	2.3	2.5	3.0
	1.3L Duratorq	2.2	2.0	2.3	2.5	
175/65 R14 82T	1.2L Duratec	2.0	2.0	2.3	2.5	
	1.3L Duratorq	2.2	2.0	2.3	2.5	
195/50 R15 82T	1.2L Duratec	2.0	2.0	2.3	2.5	
	1.3L Duratorq	2.2	2.0	2.3	2.5	
195/45 R16 84T	1.2L Duratec	2.0	2.0	2.3	2.5	
	1.3L Duratorq	2.2	2.0	2.3	2.5	

CHANGING ENGINE OIL (litres)

	1.2L Duratec	1.3L Duratorq
Engine sump	2.5	2.8
Engine sump and filter	2.8	3.0

REFUELLING (litres)

	1.2L Duratec	1.3L Duratorq
Tank capacity	35	35
Reserve	5	5

Refuel petrol-driven cars only with unleaded fuel with an octane number (RON) of at least 95 (Specification EN 228)

Refuel diesel-driven cars only with diesel fuel (Specification EN 590)

