

GALAXY AND S-MAX MY 2006

Ford S-MAX and Galaxy Technical Specifications

Content:

Engine Data

Duratec HE 2.0 145 PS	2
Duratec 2.5 L TC 220 PS	3
Duratorq TDCi 1.8 L 100 PS	4
Duratorq TDCi 1.8 L 125 PS	5
Duratorq TDCi 2.0 L 130 PS, DPF	7
Duratorq TDCi 2.0 L 140 PS, DPF	8
Duratorq TDCi 2.0 L 140 PS, no DPF	9

Ford S-MAX:

Body and suspension	10
Dimensions and Capacities	11
Weights	11
Performance and Fuel Economy	12

Ford Galaxy:

Body and Suspension	13
Dimensions and Capacities	13
Weights	14
Performance and Fuel Economy	14

Body Design Ford S-MAX / Galaxy	16
Safety System Ford S-MAX /Galaxy	16

Engine Data Ford Duratec HE 2.0 L 107 kW (145 PS)

Engine Type	Four cylinders in line, DOHC
Displacement (cc)	1999
Bore (mm)	87,5
Stroke (mm)	83,1
Fuel type, grade	Petrol RON 95
Max power (ISO kW/PS)	107 (145)
At engine speed (rpm)	6000
Max torque (ISO Nm)	190
Max BMEP (ISO kPa)	11,9
At engine speed (rpm)	4500
Compression ratio	10,8 : 1
Cylinders	4
Cylinder head	DOHC, Gravity die cast aluminium alloy with sintered valve guides and seats
Cylinder block	High pressure die casting aluminium alloy with bed plate
Crankshaft	Cast iron with 47mm-diameter crankpins, eight counterweights, five 52mm-diameter main bearings and damped front pulley
Valves per cylinder	4
Valve gear	Single chain, dock
Included angle between valves	29°
Valve sizes (mm)	Intake: 32.5 Exhaust: 28.0
Camshaft drive	Single chain
Pistons	Drop forged aluminium
Connecting rods	Sinter forged steel
Engine management	Visteon Levanta with CAN-Bus and individual cylinder knock control
Fuel injection	Sequential electronic fuel injection (SEFI)
Ignition	Coil on plug, distributor less electronic
Emission controls	Close coupled three way catalyst system with heated oxygen sensors and catalyst monitor sensors post catalyst
Emission level	European Stage IV, with electronic on-board diagnostics (EOBD)
<u>TRANSMISSION</u>	
Transmission Type: Manual	Ford MTX-75 manual 5-speed with double synchromesh on all ratios (including reverse) and revised cable-shift mechanism
Gear ratios	
5 th	0.902
4th	1.114
3rd	1.483
2nd	2.136
1st	3.80
Reverse	3.727
Final Drive	4.067
Clutch	Hydraulically operated Self Adjust Clutch System; Dual Mass Flywheel
Clutch diameter (mm)	240

Engine Data Engine Data Ford Duratec 2.5 L TC 220 PS

Engine Type	2.5L 20 V DOHC
Displacement (cc)	2522 cm ³
Bore (mm)	83,0
Stroke (mm)	93,2
Fuel type, grade	95 / 98 (RON)
Max power (ISO kW/PS)	162 kW (220 PS)
At engine speed (rpm)	5000 /min
Max torque (ISO Nm)	320 Nm
Max BMEP (ISO kPa)	16,0
At engine speed (rpm)	1500 – 4800 /min
Compression ratio	9,0
Cylinders	5, in line with exhaust manifold to the back side
Cylinder head	Gravity die casting aluminium alloy with sintered valve guides and seats
Cylinder block	High pressure die casting aluminium alloy with bed plate
Crankshaft	Forged Steel with 50 mm-diameter crankpins, fully balanced with ten counterweights, six 65mm-diameter main bearings and damped front pulley, overall weight 21,5 kg
Valves per cylinder	4
Valve gear	DOHC with direct-acting mechanical shimless tappets
Included angle between valves	58 degrees
Valve sizes (mm)	Intake: 31.0 Exhaust: 27.0
Turbocharger	Kuehnle, Kausch & Kopp integrated turbo system, one-piece precision cast thin wall iron housing,
Camshaft drive	Tooth belt with dynamic tensioner, Integrated hydraulic cam timing variation inside the drive wheel (CVVT), timing variation 50° (intake), 30° (exhaust)
Pistons	Lightweight, short-skirt silicon-aluminium alloy piston with graphited piston sleeves, pure piston weight 290 g (with piston pin, piston rings and clips) 412 g
Connecting rods	Forged steel with fracture-split big ends, 143 mm length
Engine management	Bosch ME 9.0 Motor-Management System for Injection and Ignition with 2 MB of flash-capacity, EURO Stage 4/ULEV Emissions, consistent Lambda 1-injection strategy across the full load range
Fuel injection	Sequential electronic fuel injection (SEFI)
Ignition	coil on plug, electronic distributor less
Emission controls	Close coupled three way catalyst system with heated oxygen sensors and Catalyst monitor sensors post catalyst
Emission level	European Stage IV, with electronic on-board diagnostics (EOBD)
<u>TRANSMISSION</u>	
Transmission type – manual	Manual 6-speed transmission (M66) with double synchromesh on all ratios (including reverse)
Gear ratios	Gear-set C
	6 th 0.700
	5 th 0.868
	4 th 1.088
	3 rd 1.433
	2 nd 2.050
	1 st 3.385
	Reverse 3.231
	Final Drive 4.000
Clutch Type	Hydraulically operated Self Adjust Clutch System; Dual Mass Flywheel
Clutch diameter (mm)	240

Engine Data Duratorq TDCi 1.8 L 100 PS

Engine Type	Turbo diesel, direct injection															
Displacement (cc)	1753															
Bore (mm)	82,6															
Stroke (mm)	82,0															
Fuel type, grade	Diesel															
Max power (ISO kW/PS)	74 (100)															
At engine speed (rpm)	3850															
Max torque (ISO Nm)	280 Nm / 1800 rpm 300 Nm in overboost															
Max BMEP (ISO kPa)	17,2															
At engine speed (rpm)	1750															
Compression ratio	18,5															
Cylinders	4 in line															
Cylinder head	Cast iron															
Cylinder block	Cast iron															
Crankshaft	Drop forged steel															
Valves per cylinder	2															
Valve gear	Chain / tooth belt															
Included angle between valves	0°															
Valve sizes (mm)	Intake: 36.5 Exhaust: 32.0															
Turbocharger	Variable-nozzle Garrett GT 18 with intercooler															
Camshaft drive	SOHC															
Pistons	Forged Aluminium, gallery-cooled															
Connecting rods	Drop forged steel, fracture-split															
Engine management	Ford 2nd Generation Common Rail Diesel Engine Management System															
Fuel injection	Delphi common-rail with pilot injection <ul style="list-style-type: none">- Dual-stage fuel pump with inlet metering valve- Spherical high-pressure common-rail with fuel pressure control valve- Slim profile servo injectors with six-hole spray pattern- Fuel filter with return control valve- Injector Driver Module (IDM) with individual injector characterisation, noise reduction technology															
Emission controls	Oxidation catalyst, EGR and EGR cooler															
Emission level	Euro Stage 4															
<u>TRANSMISSION</u>																
Transmission type: Manual	Ford MTX-75 manual 5-speed with double synchromesh on all ratios (including reverse) and revised cable-shift mechanism															
Gear ratios	<table><tr><td>5th</td><td>0.674</td></tr><tr><td>4th</td><td>0.865</td></tr><tr><td>3rd</td><td>1.258</td></tr><tr><td>2nd</td><td>2.048</td></tr><tr><td>1st</td><td>3.800</td></tr><tr><td>Reverse</td><td>3.727</td></tr><tr><td>Final Drive</td><td>3.56</td></tr></table>		5th	0.674	4th	0.865	3rd	1.258	2nd	2.048	1st	3.800	Reverse	3.727	Final Drive	3.56
5th	0.674															
4th	0.865															
3rd	1.258															
2nd	2.048															
1st	3.800															
Reverse	3.727															
Final Drive	3.56															
Clutch	Hydraulically operated Self Adjust Clutch System; Dual Mass Flywheel															
Clutch diameter (mm)	240															

Engine Data Duratorq TDCi 1.8 L 125 PS

Engine Type	Turbo diesel, direct injection	
Displacement (cc)	1753	
Bore (mm)	82,5	
Stroke (mm)	82,0	
Fuel type, grade	Diesel	
Max power (ISO kW/PS)	92 (125)	
At engine speed (rpm)	3850	
Max torque (ISO Nm)	320	
	340 under Overboost	
Max BMEP (ISO kPa)	19,9 (21,65 overboost)	
At engine speed (rpm)	1750	
Compression ratio	18,5	
Cylinders	4 in line	
Cylinder head	Cast iron	
Cylinder block	Cast iron	
Crankshaft	Drop forged steel	
Valves per cylinder	2	
Valve gear	Chain / tooth belt	
Included angle between valves	0°	
Valve sizes (mm)	Intake: 36.5 Exhaust: 32.0	
Turbocharger	Variable-nozzle Garrett GT 18 with intercooler	
Camshaft drive	SOHC	
Pistons	Forged Aluminium, gallery-cooled	
Connecting rods	Drop forged steel, fracture-split	
Engine management	Ford 2nd Generation Common Rail Diesel Engine Management System	
Fuel injection	Delphi common-rail with pilot injection <ul style="list-style-type: none">- Dual-stage fuel pump with inlet metering valve- Spherical high-pressure common-rail with fuel pressure control valve- Slim profile servo injectors with six-hole spray pattern- Fuel filter with return control valve- Injector Driver Module (IDM) with individual injector characterisation, noise reduction technology	
Emission controls	Oxidation catalyst, EGR and EGR cooler	
Emission level	Euro Stage 4	
<u>TRANSMISSION (OPTION)</u>		
Transmission type	Ford MTX-75 manual 5-speed with double synchromesh on all ratios (including reverse)	
Gear ratios		
	5 th	0.674
	4 th	0.865
	3 rd	1.258
	2 nd	2.048
	1 st	3.800
	Reverse	3.727
	Final Drive	3.56
Clutch	Hydraulically operated Self Adjust Clutch System; Dual Mass Flywheel	
Clutch diameter (mm)	240	

TRANSMISSION (OPTION)

Transmission type – manual		Manual 6-speed transmission (Ford Durashift MMT6) with double synchromesh on all ratios (including reverse)
Gear ratios		Gear-set C
	6 th	0.789
	5 th	0.943
	4 th	0.868
	3 rd	1.241
	2 nd	1.952
	1 st	3.583
	Reverse	1.423
	Final Drive	4.063 (gears 1/2/3/4). 2.955 (gears 5/6/Rev)
Clutch Type		Hydraulically operated Self Adjust Clutch System; Dual Mass Flywheel
Clutch diameter (mm)		240

Engine Data Duratorq TDCi 2.0 L 130 PS DPF

Engine Type	Turbo diesel, Direct Injection	
Displacement (cc)	1997	
Bore (mm)	85,0	
Stroke (mm)	88,0	
Fuel type, grade	Diesel	
Max power (ISO kW/PS)	96 (130)	
At engine speed (rpm)	4000	
Max torque (ISO Nm)	320	
	340 in Transient overboost condition	
Max BMEP (ISO kPa)	2013	
At engine speed (rpm)	1750	
Compression ratio	17,9:1	
Cylinders	4 in line	
Cylinder head	Cast aluminium	
Cylinder block	Cast iron	
Crankshaft	Drop forged steel, eight counterweights, five main bearings	
Valves per cylinder	4	
Valve gear	Timing Belt (Crankshaft to intake) with dynamic tensioner - Intake to exhaust Chain with hydraulic tensioner	
Included angle between valves	0°	
Valve sizes (mm)	28,2	
	23,1	
Turbocharger	Variable Geometry Turbocharger, pneumatically actuated with position sensor	
Camshaft	Forged / Composite Camshaft: - Exhaust cam drives FIP	
Pistons	Aluminium-Silicium Alloy with Molybdenum-Coating, three piston rings	
Connecting rods	Steel forged, trapezoid shaped small end, split big end	
Engine management	Ford 2nd Generation Common Rail Diesel Engine Management System	
Fuel injection	Siemens Common Rail Multiple injection - Tubular high-pressure common-rail with fuel pressure 1600/1650 bar, - 2 control valves (PCV/VCV), 3 pistons + internal transfer pump - Centrally located injectors, piezo actuated, with 6-hole micro sac: - Closed loop 'minimum injection quantity' control - Return control valve	
Emission controls	Oxidation catalyst, water cooled EGR coated Diesel particulate filter system (Ford cDPF)	
Emission level	Euro Stage 4	

TRANSMISSION FOR ALL DURATORQ TDCI 2.0 130 / 140 PS / DPF

Transmission type – manual	Manual 6-speed transmission (Ford Durashift MMT6) with double synchromesh on all ratios (including reverse)	
Gear ratios	Gear-set C	
	6 th	0.789
	5 th	0.943
	4 th	0.868
	3 rd	1.241
	2 nd	1.952
	1 st	3.583
	Reverse	1.423
	Final Drive	40.063 (1/2/3/4). 2.955 (5/6/Rev)
Clutch Type	Hydraulically operated Self Adjust Clutch System; Dual Mass Flywheel	
Clutch diameter (mm)	240	

Engine Data Duratorq TDCi 2.0 L 140 PS DPF

Engine Type	Turbo diesel, Direct Injection
Displacement (cc)	1997
Bore (mm)	85,0
Stroke (mm)	88,0
Fuel type, grade	Diesel
Max power (ISO kW/PS)	103 (140)
At engine speed (rpm)	4000
Max torque (ISO Nm)	320
	340 in transient overboost condition
Max BMEP (ISO kPa)	2013
At engine speed (rpm)	1750
Compression ratio	17,9:1
Cylinders	4 in line
Cylinder head	Cast aluminium
Cylinder block	Cast iron
Crankshaft	Drop forged steel, eight counterweights, five main bearings
Valves per cylinder	4
Valve gear	- Timing Belt (Crankshaft to intake) with dynamic tensioner - Intake to exhaust Chain with hydraulic tensioner
Included angle between valves	0°
Valve sizes (mm)	28,2 23,1
Turbocharger	Variable Geometry Turbocharger, pneumatically actuated with position sensor
Camshaft	Forged / Composite Camshaft: - Exhaust cam drives FIP
Pistons	Aluminium-Silicium Alloy with Molybdenum-Coating, three piston rings
Connecting rods	Steel forged, trapezoid shaped small end, split big end
Engine management	Ford 2nd Generation Common Rail Diesel Engine Management System
Fuel injection	Siemens Common Rail Multiple injection - Tubular high-pressure common-rail with fuel pressure 1600/1650 bar, - 2 control valves (PCV/VCV), 3 pistons + internal transfer pump - Centrally located injectors, piezo actuated, with 6-hole micro sac: - Closed loop 'minimum injection quantity' control - Return control valve
Emission controls	Oxidation catalyst, water cooled EGR coated Diesel particulate filter system (Ford cDPF)
Emission level	Euro Stage 4

TRANSMISSION FOR ALL DURATORQ TDCI 2.0 130 / 140 PS / DPF

Transmission type – manual	Manual 6-speed transmission (Ford Durashift MMT6) with double synchromesh on all ratios (including reverse)
Gear ratios (by engine type)	Gear-set C
	6 th 0.789
	5 th 0.943
	4 th 0.868
	3 rd 1.241
	2 nd 1.952
	1 st 3.583
	Reverse 1.423
Final Drive	40.063 (1/2/3/4). 2.955 (5/6/Rev)
Clutch Type	Hydraulically operated Self Adjust Clutch System; Dual Mass Flywheel
Clutch diameter (mm)	240

Engine Data Duratorq TDCi 2.0 L 140 PS, Stage IV

Engine Type	Turbo diesel, Direct Injection
Displacement (cc)	1997
Bore (mm)	85,0
Stroke (mm)	88,0
Fuel type, grade	Diesel
Max power (ISO kW/PS)	103 (140)
At engine speed (rpm)	4000
Max torque (ISO Nm)	320
	340 in Transient overboost condition
Max BMEP (ISO kPa)	2013
At engine speed (rpm)	1750
Compression ratio	17,9:1
Cylinders	4 in line
Cylinder head	Cast aluminium
Cylinder block	Cast iron
Crankshaft	Drop forged steel, eight counterweights, five main bearings
Valves per cylinder	4
Valve gear	Timing Belt (Crankshaft to intake) with dynamic tensioner Intake to exhaust Chain with hydraulic tensioner
Included angle between valves	0°
Valve sizes (mm)	28,2 23,1
Turbocharger	Variable Geometry Turbocharger, pneumatically actuated with position sensor
Camshaft	Forged / Composite Camshaft, Exhaust cam drives FIP
Pistons	Aluminium-Silicium Alloy with Molybdenum-Coating, three piston rings
Connecting rods	Steel forged, trapezoid shaped small end, split big end
Engine management	Ford 2nd Generation Common Rail Diesel Engine Management System
Fuel injection	Siemens Common Rail Multiple injection - Tubular high-pressure common-rail with fuel pressure 1600/1650 bar, - 2 control valves (PCV/VCV), 3 pistons + internal transfer pump - Centrally located injectors, piezo actuated, with 6-hole micro sac: - Closed loop 'minimum injection quantity' control - Return control valve
Emission controls	Oxidation catalyst water cooled EGR
Emission level	Euro Stage 4

TRANSMISSION FOR ALL DURATORQ TDCI 2.0 130 / 140 PS / DPF

Transmission type – manual	Manual 6-speed transmission (Ford Durashift MMT6) with double synchromesh on all ratios (including reverse)
Gear ratios (by engine type)	Gear-set C
	6 th 0.789
	5 th 0.943
	4 th 0.868
	3 rd 1.241
	2 nd 1.952
	1 st 3.583
	Reverse 1.423
Final Drive	40.063 (1/2/3/4). 2.955 (5/6/Rev)
Clutch Type	Hydraulically operated Self Adjust Clutch System; Dual Mass Flywheel
Clutch diameter (mm)	240

BODY AND SUSPENSION

FORD S-MAX

SUSPENSION

Front Suspension.	McPherson struts and isolated pressed-steel subframe (crash optimised), spring-damper unit with angled coil-spring, gas filled damper and inclined top mount, lower control arm in optimised front vertical rubber bush and rear hydro bush. Anti roll bar 23 mm for all Duratorq TDCi and Duratec TC 220 PS, 24 mm for Duratec HE 145 PS
Rear Suspension	Independent Short-Long Arm (SLA) plus Control Blade multi-link system , gas-filled dampers, separate isolated pressed-steel subframe, 19 mm anti-roll bar

STEERING

Type	Rack and pinion, 14,8 :1 (60,5 mm/rev), power assistance for all Petrol / 1,8l Diesel: belt driven variable displacement pump, for Duratorq 2,0 l TDCi electro-hydraulic energy pack
Turning circle (m)	11,6

BRAKES

Type	Dual-circuit, diagonally split, hydraulically operated discs front and rear. Vacuum servo-assist. Standard electronically controlled anti-lock braking system (ABS) with electronic brake force distribution (EBD) and optional ESP with optional Emergency Brake Assist (EBA) system, ESP standard in individual markets
Front	300 x 28 or 316 x 28 mm ventilated discs (225 PS)
Rear	302 X 11 MM SOLID DISCS

WHEELS/TYRES (BY SERIES)

Standard wheel type	Pressed steel with unique full covers	Alloy
Standard wheel size (in)	16 X 6.5	16 X 6.5
Tyre size – standard	215 / 60 R 16 99 H/V/W	215/60 R 16 99 H/V/W
Optional alloy wheel-tyre sizes	– 225/50 R 17 98W – 235/45 R 18 98W	

DIMENSIONS AND CAPACITIES

FORD S-MAX

Exterior

Overall length (mm)	4768
Overall width (mm)	1854 (BIW) 1884 (w/o mirror) 1961 (folded mirror) 2154 (mirror)
Overall height (mm)	1658 without roof rack; 1774 with roofrack
Wheelbase (mm)	2850
Front tread (mm)	1589
Rear tread (mm)	1605

Interior

Headroom 1 st /2 nd /3 rd row (mm)	1017 / 967 / 943
Shoulder room 1 st /2 nd /3 rd row (mm)	1531 / 1535 / 1386
Max legroom 1 st / 2 nd / 3 rd	1088 / 1062 / 800
Luggage compartment VDA (litres)	

As 5seater:

Behind: 2 nd row to seatback /	854
2 nd row to roof /	min 1051-max 1171
1 st row to roof	2100

As optional 7seater:

As 7seater:

3 rd row to seatback /	285
2 nd row to seatback /	755
2 nd row to roof /	min 952-max 1072 /
1 st row to roof	2000

FLUIDS

Fuel Tank (litres)	70 L
--------------------	------

WEIGHTS

Ford S-MAX

Basic kerb (kg)	1622 to 1747 ,
(with 75kg driver)	depending on choice of powertrain and specification
Gross vehicle mass (kg)	2415 to 2500
	depending on choice of powertrain and specification
Basic kerb (kg) (without 75kg driver)	1530 to 1677
	depending on choice of powertrain and specification
Gross vehicle mass (kg)	2340 to 2435
	depending on choice of powertrain and specification
Payload (kg) (less driver)	751 to 810
	depending on choice of powertrain and specification

PERFORMANCE AND FUEL ECONOMY

ENGINE

FORD S-MAX **DURATEC 2.0 L 145 PS**

Max speed (kph)	197
Acceleration (secs) 0-100 km/h	10,9
0-60 mph (secs)	10,4
Flexibility 50-100 km/h (4 th) (secs)	14,9
Fuel Consumption:	
Urban (ECE l/100 km)	11,0
Extra Urban (ECE l/100 km)	6,4
Combined (ECE l/100 km)	8,1
CO ₂ – combined mode (g/km)	194

ENGINE

DURATEC 2.5L TC 220 PS

Max speed (kph)	230
Acceleration (secs) 0-100 km/h	7,9
0-60 mph (secs)	7,4
Flexibility 50-100 km/h (4 th) (secs)	8,6
Fuel Consumption:	
Urban (ECE l/100 km)	13,3
Extra Urban (ECE l/100 km)	7,1
Combined (ECE l/100 km)	9,4
CO ₂ – combined mode (g/km)	224

ENGINE

Duratorq TDCi 1.8 L 125 PS

Max speed (kph)	MTX75, 5 speed: 187;	MMT6 six speed: 190
Acceleration (secs) 0-100 km/h	11,6;	11,4
0-60 mph (secs)	11,1;	10,9
Flexibility 50-100 km/h (4 th) (secs)	12,3;	10,3
Fuel Consumption:		
Urban (ECE l/100 km)	7,9	
Extra Urban (ECE l/100 km)	5,2	
Combined (ECE l/100 km)	6,2	
CO ₂ – combined mode (g/km)	164	

ENGINE

DURATORQ TDCI 2.0 L 130 PS DPF

Max speed (kph)	191
Acceleration (secs) 0-100 km/h	10,9
0-60 mph (secs)	10,4
Flexibility 50-100 km/h (4 th) (secs)	9,6
Fuel Consumption:	
Urban (ECE l/100 km)	8,1
Extra Urban (ECE l/100 km)	5,4
Combined (ECE l/100 km)	6,4
CO ₂ – combined mode (g/km)	169

ENGINE

DURATORQ TDCI 2.0 L 140 PS (NDPF+CDPF)

Max speed (kph)	196
Acceleration (secs) 0-100 km/h	10,2
0-60 mph (secs)	9,7
Flexibility 50-100 km/h (4 th) (secs)	9,2
Fuel Consumption:	
Urban (ECE l/100 km)	8,1
Extra Urban (ECE l/100 km)	5,4
Combined (ECE l/100 km)	6,4
CO ₂ – combined mode (g/km)	169

BODY AND SUSPENSION

FORD GALAXY

SUSPENSION

Front Suspension.	McPherson struts and isolated pressed-steel subframe (crash optimised), spring-damper unit with angled coil-spring, gas filled damper and inclined top mount, lower control arm in optimised front vertical rubber bush and rear hydro bush. Anti roll bar 23 mm for all Duratorq TDCi, 24 mm for Duratec HE 145 PS
Rear Suspension	Independent Short-Long Arm (SLA) plus Control Blade multi-link system , gas-filled dampers, separate isolated pressed-steel subframe, 19 mm anti-roll bar

STEERING

Type	Rack and pinion, 14,8 :1 (60,5 mm/rev), power assistance for all Petrol / 1,8l Diesel belt driven variable displacement pump, for Duratorq 2,0 l TDCi electro-hydraulic energy pack
Turning circle (m)	11,6 m

BRAKES

Type	Dual-circuit, diagonally split, hydraulically operated discs front and rear. Vacuum servo-assist. Standard electronically controlled anti-lock braking system (ABS) with electronic brake force distribution (EBD) and optional Electronic Brake Assist (EBA) system. ESP standard in some markets.
Front	300 x 24 mm ventilated discs
Rear	280 x 12 mm solid discs

WHEELS/TYRES (BY SERIES)

Standard wheel type	Pressed steel with unique full covers	Alloy
Standard wheel size (in)	16 X 6.5	16 X 6.5
Tyre size – standard	215 / 60 R 16 99H/V99 H/V	215/60 R 16 99H/V99 H/V
Optional alloy wheel-tyre sizes	– 225/50 R 17 98W – 235/45 R 18 98W	

DIMENSIONS AND CAPACITIES

FORD GALAXY

<u>Exterior</u>	
Overall length (mm)	4820
Overall width (mm)	1854 (BIW) 1884 (w/o mirror) 1961 (folded mirror) 2154 (mirror)
Overall height (mm)	1723 without roof rack 1807 with roof rack
Wheelbase (mm)	2850
Front tread (mm)	1589
Rear tread (mm)	1605
<u>Interior</u>	
Headroom 1 st /2 nd /3 rd row (mm)	1056 / 1022 / 975
Shoulder room 1 st /2 nd /3 rd row (mm)	1531 / 1535 / 1359
Max legroom 1 st / 2 nd / 3 rd	1088 / 1062 / 961
Luggage compartment VDA (litres)	
3 rd row to seatback /	Min 308-max 435
2 nd row to seatback /	830
2 nd row to roof /	min 1130-max 1260
1 st row to roof	2325

FLUIDS

Fuel Tank (litres)	70 L
--------------------	------

WEIGHTS

FORD GALAXY

Basic kerb (kg)	1605 to 1747 ,
(with 75kg driver)	depending on choice of powertrain and specification
Gross vehicle mass (kg)	2415 to 2500
	depending on choice of powertrain and specification
Basic kerb (kg) (without 75kg driver)	1530 to 1677
	depending on choice of powertrain and specification
Gross vehicle mass (kg)	2340 to 2435
	depending on choice of powertrain and specification
Payload (kg) (less driver)	751 to 810
	depending on choice of powertrain and specification

PERFORMANCE AND FUEL ECONOMY

FORD GALAXY

ENGINE

DURATEC 2.0 L 145 PS

Max speed (kph)	194
Acceleration (secs) 0-100 km/h	11,2
0-60 mph (secs)	10,7
Flexibility 50-100 km/h (4 th) (secs)	15,5
Fuel Consumption:	
Urban (ECE l/100 km)	11,2
Extra Urban (ECE l/100 km)	6,5
Combined (ECE l/100 km)	8,2
CO ₂ – combined mode (g/km)	197

ENGINE

DURATORQ TDCI 1.8 L 100 PS

Max speed (kph)	171
Acceleration (secs) 0-100 km/h	14,3
0-60 mph (secs)	13,8
Flexibility 50-100 km/h (4 th) (secs)	13,6
Fuel Consumption:	
Urban (ECE l/100 km)	8,0
Extra Urban (ECE l/100 km)	5,3
Combined (ECE l/100 km)	6,3
CO ₂ – combined mode (g/km)	166

ENGINE

DURATORQ TDCI 1.8 L 125 PS

Max speed (kph)	MTX75: 187;	MMT6: 190
Acceleration (secs) 0-100 km/h	11,9;	11,8
0-60 mph (secs)	11,4;	11,3
Flexibility 50-100 km/h (4 th) (secs)	12,8;	10,7
Fuel Consumption:		
Urban (ECE l/100 km)	8,0	
Extra Urban (ECE l/100 km)	5,3	
Combined (ECE l/100 km)	6,3	
CO ₂ – combined mode (g/km)	166	

ENGINE

DURATORQ TDCI 2.0 L 130 PS DPF

Max speed (kph)	188
Acceleration (secs) 0-100 km/h	11,2
0-60 mph (secs)	10,7
Flexibility 50-100 km/h (4 th) (secs)	9,9
Fuel Consumption:	
Urban (ECE l/100 km)	8,2
Extra Urban (ECE l/100 km)	5,5
Combined (ECE l/100 km)	6,5
CO ₂ – combined mode (g/km)	172

<u>ENGINE</u>	<u>DURATORQ TDCI 2.0 L 140 PS (NODPF+CDPF)</u>
Max speed (kph)	193
Acceleration (secs) 0-100 km/h	10,5
0-60 mph (secs)	9,9
Flexibility 50-100 km/h (4 th) (secs)	9,6
Fuel Consumption:	
Urban (ECE l/100 km)	8,2
Extra Urban (ECE l/100 km)	5,5
Combined (ECE l/100 km)	6,5
CO ₂ – combined mode (g/km)	172

BODY DESIGN

FORD S-MAX / GALAXY

Structure Safety elements – body	<p>Computer-optimised, high-efficiency, unitary-welded steel Ford Intelligent Protection System (IPS) with optimised body structure to achieve moderate deceleration levels whilst minimizing intrusions into the passenger compartment in offset and straight front impacts, side impacts and rear impacts:</p> <ul style="list-style-type: none">• Front bumper system, consisting of Boron (Ultra high strength steel) bumper beam and HSS (High strength steel) crash cans, bolted to the front side rails (to minimize repair cost in a low speed impact, also considering slightly angled impacts), optimised for maximum energy absorption in low and high speed crash events, with 70mm foam in front of the beam to minimize effect of an impact to Pedestrians• Rear bumper system, consisting of a Boron bumper beam with welded HSS crash cans, optimized for maximum energy absorption in low speed impact to minimize repair cost, also considering slightly angled impact directions• Front and rear energy-absorbing crumple zones through well defined deformation patterns of the main structural elements (e.g. bumper systems; front and rear laser welded longitudinals with optimized panel gauges; optimized front subframe with controlled deformation pattern serving as additional load path and energy absorbing unit)• Stiff occupant protection cell through usage of HSS and UHSS materials (Boron steel) in the A- and B-pillar, roof and sill architecture, supported by lateral structural elements in floor and roof, also delivering excellent side impact protection Facia cross beam and steering column support to enable well controlled steering column kinematics and ride down during the interaction with a forward moving front occupant in a high speed frontal crash
Passive safety and restraints system elements	<p>Ford Intelligent Protection System FIPS featuring:</p> <ul style="list-style-type: none">• Full size driver (~60 L tethered volume) and 110L passenger airbags (featuring latest single stage inflator technology)• Driver knee airbag with computer optimized trapezoid bag shape, ~22L volume, 2 tethers. The knee airbag significantly improves occupant crash kinematics and load distribution resulting in improved leg but also upper body protection.• High power pyrotechnic belt pretensioners (retractor pretensioner) and belt load limiting for front-seat safety belts• Standard inflatable side curtains for front, and 2nd row seat occupants• Standard chest-protecting side air bags for front occupants• Horizontal stroking steering column for optimized energy absorption and leg protection• Collapsible pedal structure• Active neck injury protection system on front seats• Three-point seat belts in all positions• Seat belt reminders for driver & front passenger• ISOFIX child seat attachment anchors on outboard seats 2nd row. Approval for universal Isofix child seats.• Optional passenger airbag deactivation kit (dealer fit).• Optimisation for wide range of human body profiles, from 5th percentile female to 95th percentile male.• Frontal crash severity sensing

Bumper system	Damage-resistant, full-depth moulded reinforced polypropylene	
Security system elements	<ul style="list-style-type: none"> • Perimeter alarm with interior scanning capability • Advanced Ford PATS immobiliser • Key fob-operated double locking • Global closing feature for power windows, sunroof 	
Aerodynamics	Ford S-MAX	Ford Galaxy
C _w	0.313	0.31
C _w X F	0.313 X 2.65 = 0.830	0.317 X 2.73 = 0.865
Corrosion protection	24-stage paint and body protection process, including zinc precoating for all exterior panels, optimised phosphate spray coat, electro coat filler/surfacer and wet-on-wet enamel topcoat, plus comprehensive cavity wax injection, PVC and wax under body coatings and stone protection. Thick PVC sealing beads for flanges. Front plastic wheel arch liners, rear textile wheel arch liners, anti-cuff strips on inner doorsills.	

Note: This data information reflects preliminary specifications and was correct at the time of going to print. However, Ford policy is one of continuous product development. The right is reserved to change these details at any time.