

# 2.0-litre Atkinson Cycle engine has proven itself

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range of some 600 km or, if you travel only short distances, you can plug into the grid and never stop at a gas station again.

The drivetrain is Ford's proven combination of a 2.0-litre Atkinson Cycle inline four-cylinder gasoline engine producing 141 hp and 129 lb/ft of torque mated to a permanent magnet AC motor with 118 hp and 117 lb/ft of torque for a combined 188 hp.

Power is sent to the front wheels with an electronic CVT transmission.

Also part of the system is a largish 7.6 kWh lithium-ion battery located behind the back seat.

The battery provides propulsion, drawing its charge from a second motor/generator driven by the engine with supplemental charging coming from regenerative braking or coasting, and of course, when plugged into a charging station where the battery gets charging directly from the power grid.

This ability to plug into the grid gives the Fusion Energi an attractive advantage over normal hybrids.

The downside is the size of the battery eats into the cargo area, which is 8.2 cubic feet on the Energi and 12.0 cubic feet on the Fusion Hybrid.

Also there is no spare, but a tire inflator kit located below the cargo floor

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**Beneath the cargo floor is the plug-in charger cord and a professional grade tire inflator kit as there is no room for a spare tire on the Fusion plug-in hybrid.**



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