

SAE J2723 AUG2007



SAE Power Certification Form J2723 B

MANUFACTURER:	Ford Motor Company
ENGINE:	2.0L DOHC I4
MODEL YEAR & VEHICLE APPLICATION	2013 HEV applications Ford Fusion HEV, PHEV Lincoln MKZ HEV
TEST STANDARD:	SAE J1349
TEST LOCATION:	Ford Dynamometer Cell 3D
ENGINE SERIAL NUMBER:	DG 314-AAVPXA8V0333
TEST/RUN NUMBER:	470

RESULTS:

The engine described herein was tested on 1/26/2012 according to the requirements prescribed in SAE J1349, Engine Power Test Code in the presence of a qualified SAE witness and was determined to produce the following results:

Parameter	Rated Speed	Rated Output	Measured Speed	Measured Output	% Difference
Power (hp/kW)	6000	141/105	6004	144/107	2.1
Torque (lb-ft/Nm)	4000	129/175	4003	131/178	1.6

Robert E. Seiter

Robert E. Seiter P.E.
SAE Certified Witness, Date

January 26, 2012

APPROVALS:

The manufacturer declares that the engine tested for this report is representative of engines in series production. The manufacturer further declares that the performance of engines in series production will characteristically be at least 98% of the rated torque and power values indicated in this report.

Wesley C. Lee, DVM, MS 2/15/12
Name Title Date



20000 Rotunda Drive
Cube, 13F072
Dearborn, MI 48124

March 15, 2012

Ms. Kris Siddal
SAE World Headquarters
400 Commonwealth Drive
Warrendale, PA 15096-0001

Dear Ms. Siddal,

Re: Amendment to SAE Advertised Power (Form J2723B) for 2013 HEV Applications

The purpose of this letter is to inform SAE that Ford Motor Company would like to file an amendment to the SAE Power Certification Form J2723B for the MY 2013 HEV applications for the 2.0L DOHC I4 Atkinson cycle engine. Specifically, the following vehicle applications would need to be added to the existing vehicle applications at the same rated power (141 hp @ 6000 rpm) and torque (129 lb-ft @ 4000 rpm):

- Ford C-Max HEV
- Ford C-Max PHEV

The hardware changes in the C-max HEV & PHEV 2.0L 4V engine are in the air induction system and the exhaust system relative to the Fusion HEV / PHEV. The C-max applications had a slightly higher vehicle back pressure of 9.5 in Hg vs. 8.7 in. Hg on Fusion. The C-max induction system, part # FV61-9C662-AB, has a different profile on the air box cover. It also uses a different inlet air tube, part # AV61-9E635-BD, upstream of the air cleaner box.

The C-max applications were tested according to the requirements prescribed in SAE J1349, Engine Power Test Code and were determined to produce the following results:

Parameter	Rated Speed	Rated Output	Measured Speed	Measured Output	% Difference	Comments
Power - Fusion HEV (hp/kW)	6000	141/105	6004	144/107	2.1	Ran with VCA witness, 1/26/2012, VCA report # USM246421
Power - Cmax HEV (hp/kW)	6000	141/105	6003	143/106	1.4	
Power - Cmax PHEV (hp/kW)	6000	141/105	6004	143/107	1.4	
Torque - Fusion HEV (lb-ft/Nm)	4000	129/175	4002	131/178	1.6	Ran with VCA witness, 1/26/2012, VCA report # USM246421
Torque - Cmax HEV (lb-ft/Nm)	4000	129/175	4002	130/176	0.8	
Torque - Cmax PHEV (lb-ft/Nm)	4000	129/175	4002	130/176	0.8	

Sincerely,

Scott D. Boschert
Development Engineer
I4 PFI / V8 Engine Programs

Concur,

Bob DeBona
Supervisor
V8 & I4 PFI Eng. Dev. Section



Documents

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