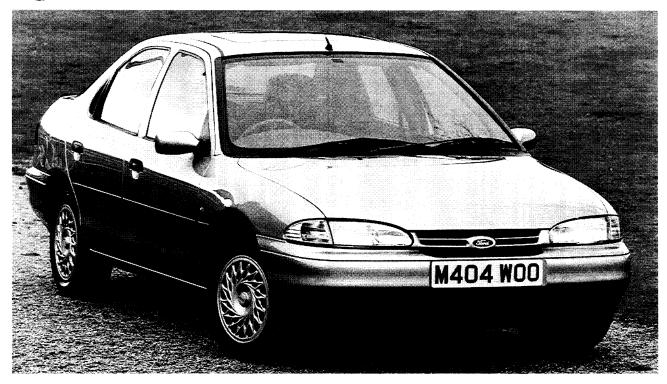
See also R9329

December 1995



Ford Mondeo

Featuring 1.8GLX Turbo-diesel 5-door



What's different?

Ford's four-cylinder diesel engine (currently developing 88bhp, thanks to a turbocharger and an intercooler) first appeared in the Escort, but has now found its way under the Mondeo's bonnet

OU CAN'T AFFORD TO BE WITHOUT A diesel option in the corporate fleet sector, these days. So, like the Sierra it succeeded, it was almost inevitable that the Mondeo, too, would sooner or later offer a diesel under the bonnet.

When we sampled the unit in the Sierra (admittedly in its 75bhp non-intercooled form) we found it disappointing, particularly in terms of fuel economy and refinement – or, rather, the lack of them!

More recent acquaintance with an Escort Ghia, following the addition of the intercooler and, no doubt, considerable development by Ford's back-room boys, showed improvements in both areas, though not sufficient to achieve class-leading status in either respect. All of which made it intriguing to see whether installing the diesel in the Mondeo's accomplished chassis would bring about any further improvements.

In five-door GLX form, our test Mondeo tipped the scales at nearly 500 lb heavier than the Escort. So,

clearly, it would be unrealistic to expect the bigger, heavier car to match the Escort's get-up-and-go. This indeed proved to be the case, with the Mondeo taking a couple of seconds longer for a rather lethargic-feeling $14^{1/2}$ sec 30-70mph sprint. Aided by slightly "shorter" (though still quite lanky) gearing, the intercooled turbo set-up delivers subjectively livelier responses with the gear lever left alone, although as the figures reveal, the bottom-end grunt is pretty limp until the turbo starts doing its stuff beyond about 2000rpm.

The Mondeo's superior aerodynamics puts another 4mph or so on the Escort's 108mph top speed, but at the opposite end of the scale, it can prove embarrassingly lethargic when joining-in at a roundabout or junction if you get caught with too few revs on the clock.

As far as refinement is concerned, the Mondeo seems to suit this power unit better than the Escort, though it could still learn a trick or two from a Peugeot. There's little doubt that it's a diesel at start-up or when idling, but once into its cruising stride, the diesel din recedes quite nicely.

Economy is an important consideration with a diesel. Not unexpectedly, the Mondeo couldn't match the middling 48mph overall we obtained with the Escort. But its 45mpg is by no means disgraceful, and a significant improvement over the paltry 40mpg we managed to drag out of this power unit in the Sierra.

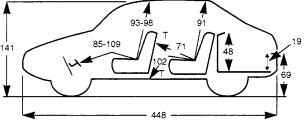
Centimetres

PERFORMANCE Acceleration time in seconds mph 40 50 60 70 THROUGH THE 146 9.0 5.5 2.7 **GEARS** IN 5TH 25.5 **GEAR** 19.3 13.8 IN 4TH 17.5 12.7 **GEAR** 20 mph 30 40 50 70 60 20.0/11.2 11.9/8.4 5TH/4TH SPEED 13.8/8.4 12.4/9.6 RANGES Maximum speeds 20 60 112 **REVS** 1st 4th 5th PER 2nd 4520 4500* 4760 MINUTE 3rd mph 37 *for best acceleration SAFETY AND SECURITY FEATURES Assessed on their effectiveness and convenience (the more black blobs the better) Seatbelts Door locking front •••• rear •••OO central locking? × remote control? **Head restraints** front •••○○ rear •••OO auto window closure? deadlocks? Interior safety padding Luggage driver's airbag? secure from interior/hidden 0 other airbags? from view **•••**00 side impact protection •••• engine immobilised? X Fuel anti-spillage **•••**00 (petrol only) standard on test car O factory fitted option x not available **FUEL CONSUMPTION** Fuel grade for tests: diesel Normal range mpg 351/2 Hard driving, heavy traffic Short journeys in the suburbs 38 46 Motorway - 70mph cruising Brisk driving, mixed roads 441/2 Gentle driving, rural roads 531/2 Typical mpg overall 45

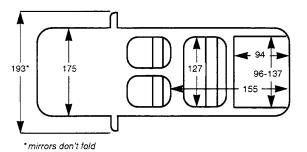
Realistic tank range*

*based on fuel gauge/warning lamp and filling station experience

DIMENSIONS



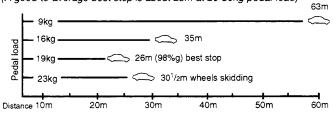
T: typical back seat space behind medium-sized front occupants



BRAKES

Pedal feel •••OO Behaviour in an emergency ••••O Handbrake •••OO

Dry road stopping distance from 50mph (no ABS) (A good-to-average best stop is about 28m at 20-30kg pedal load)



Fade test: pedal load required for a moderate (34m/.75g) stop: 141/2kg at start of test, 17kg at end of test. (Ideal brakes show no change)

TECHNICAL SPECIFICATION

ENGINE

Type transverse four cylinder with iron block and head; 5 main bearings

Size 82.5mm x 82.0mm =1753cc

Power 87bhp at 4500rpm

Torque 131 lb ft at 2000rpm

Valves single belt-driven overhead camshaft actuating two valves per cylinder via bucket tappets

Fuel system indirect injection diesel, with turbocharger, air/air intercooler, exhaust gas recirculation and oxidation catalyst. 611/2-litre tank; no lowlevel warning lamp (Ghia only)

Ignition system compression ignition with electric pre-heating for cold starts

TRANSMISSION

55 litres/540 miles

Gearbox five-speed manual - front-wheel drive

Mph per 1000rpm 24.8 in 5th, 19.3 in 4th

Rpm at 70mph 2820 in top gear

CHASSIS

Suspension front: independent by MacPherson damper/struts, coil springs, lower wishbones and an anti-roll bar. Rear: independent by coil

spring/damper struts, trailing arms and twin transverse links and an anti-roll bar

Steering power-assisted rack and pinion with 3 turns between full locks. Turning circles average 10.4m between kerbs, with 15.4m circle for one turn of the wheel

Wheels 51/2Jx14 steel with 185/65R14 86T tyres (Firestone F570)

Brakes ventilated discs front, drums rear, with engine-driven vacuum servo pump. Anti-lock (including discs at rear) standard on GLX and above, optional on others

Mid-to-upper 40s is a passable par for a mid-sized diesel, these days, though still some way short of the 50mpg-plus economy direct injection diesels can deliver, or the equally impressive 47mpg we got with an Audi A6. To be fair, though, that does have the dual advantages of direct injection and a six-speed gearbox.

In most other respects, there's little to distinguish the diesel Mondeo from a petrol one, although like many diesels, the small increase in weight over the front wheels makes the ride a touch more floaty, but a shade more settled and absorbent, too. You have to spend all the way up to extravagant Ghia trim before your Mondeo comes with a low-fuel warning light, which we think is a bit mean, but on the other hand,

power steering, a driver's airbag, an alarm system, split-fold back seats and double-locking central locking are standard across the board.

VERDICT

The Mondeo is a pleasing, well-rounded design with accomplished road manners. As diesels go, this one delivers sufficient performance, economy and refinement to succeed, without excelling in any of them, though it's made great strides of improvement over its predecessor.

There are nicer diesels to drive (and cheaper ones, too), but overall, Ford now has a family-sized diesel good enough to stand on its own two feet.

Likes ... and gripes

Improved refinement and economy . . . but both remain unexceptional

Good driving position and cabin layout . . . but no beam trimmer or low fuel light

Split folding back seats on all versions . . . but one-piece cushion on all hatchbacks

Well equipped with good safety features . . . but GLX getting quite pricey



HOW IT COMPARES	Engine cap/power (cc/bhp)	Revs at 70mph (rpm)	30-70mph through gears (sec)	30-70mph in 5th/4th gears (sec)	Fuel economy (mpg)	Brakes best stop (m/kg)	Maximum legroom – front (cm)	Typical leg/ kneeroom – rear (cm)	Steering turns/ circle (m)	Overall length (cm)
Ford Mondeo 1.8 T/diesel GLX (5-door)	1753/87	2820	14.6	25.5/17.5	45	26/20	109	102/71	3.0/10.4 (p)	448
Citroën Xantia 1.9TD SX (5-door)	1905/92	2750	13.5	29.0/18.7	43	27/11	107	103/74	3.2/10.6 (p)	444
Fiat Tempra 1.9TD SX (4-door)	1929/92	2670	12.9	28.9/15.6	43	281/2/36*	107	102/77	3.1/10.7 (p)	434
Rover 620SDi (4-door)	1994/105	2700	11.1	22.9/14.6	45	27/11	113	97/71	3.1/11.7 (p)	465
Vauxhall Cavalier 1.7 T/d GLS (5-door)	1686/82	2700	14.7	36.0/23.4	511/2	31/17	109	100/74	3.4/10.4 (p)	435
VW Passat 1.9GL TDi (4-door)	1896/90	2460	13.7	27.8/18.6	53	251/2/23	112	105/79	3.3/10.1 (p)	457
				. = .	* with ABS				p = power steering	