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1.0 ST-LINE NAVIGATOR ECOBOOST (125PS) NEW MODEL 1.0 ST-LINE NAVIGATOR ECOBOOST (125PS) NEW MODEL 1.0 ST-LINE NAVIGATOR ECOBOOST (125PS) NEW MODEL 1.0 ST-LINE NAVIGATOR ECOBOOST (125PS) NEW MODEL 1.1 0 ACTIVE 1 ECOBOOST NAVIGATOR (1100 PS) 1.0 TITANIUM ECOBOOST (100PS) NEW MODEL 1.1 SEETEK NAVIGATOR NEW MODEL 1.0 SEETEK NAVIGATOR ECOBOOST (100PS) NEW MODEL 1.0 ST-LINE NAVIGATOR ECOBOOST (100PS) NEW MODEL 1.1 SEETEK NEW NAVIGATOR MODEL 1.0 ST-LINE NAVIGATOR ECOBOOST 140 L.S. 3DR 1.5 TDCI SEETEK NAVIGATOR (75 1.0 SEETEK NAVIGATOR ECOBOOST (100PS) 3DR 1L14kMilesPetrolSemi AutoHatchbackAutolink Car SalesReport this promotional Ford Fiesta 2020 European bestselling hatchback car liner New Ford Fiesta 2020 has been upgraded for years, adding soft-hybrid power to safety systems, and other new Ford Fiesta 2020s, a compact hatchback that has been on sale in Thailand for a while but has to retire due to problems with the automatic transmission. However, in Europe, this car model remains unreasonably popular, and has recently been adjusted annually to add interest to many things. First, the introduction of the Mild-hybrid 48-volt petrol engine fiesta, like the normal chassis and chassis of the van, then adds the safety of popular hatchback models, ranging from variable automatic speed control with Stop and Go function, as well as fordpass to connect infotainment system with Ford Sync 3. The new 1.0-liter ecoBoost petrol engine has a maximum power of 125 horsepower (PS) and 155 hp (PS), which corresponds to a Mild-hybrid 48-volt system with a starter kit and a power unit for storing lithium-ion batteries. 155 hp, torque increased to 240 nm Compared to older machines, the high-tech system allows for 50% more torque cycles, and the transmission system is still done through a seven-speed automatic dual-clutch transmission. The latest model is not the latest model to be sold in Thailand, the new Ford Fiesta 2020 Mild-hybrid Ford Fiesta 2020 adds an alternative to the UK market with a new model start-up trend, replacing the original model of the zetec. Ford Fiesta 2020 New Trend models are added to options from original launch models, such as privacy glass windows, halogen projector headlights with LED day lighting, grille decorated with chrome rims, chrome window windows, double fog lights with angular lights, and 16-inch alloy wheels can be selected for 3-inch and 5-door models. Оповещение, помощь в поддержании полосы движения, автоматическая система мониторинга фар и давления в шинах (TPMS) и т.д. Силовая сторона оснащена 1.1-литровым бензиновым двигателем Ti-VCT с максимальной мощностью 85 лошадиных сил, максимальный крутящий момент 108 Нм. 5-ступенчатая механическая коробка передач с Auto Start-Stop в качестве стандартного оборудования У нас больше нет планов по выпуску этого маленького хэтчбека. Ford Fiesta 2020 Trend The entry-level 1.1-litre petrol (called the 1.1 Ti-VCT 75) has just 74bhp and feels rather gutless on faster roads; the pokier 1.0 turbocharged EcoBoost engines are much stronger. They come in a variety of power outputs, starting with the EcoBoost 95. It's a fine engine that pulls well from low revs and delivers decent performance, hitting 0-62mph in 10.6sec. Indeed, we reckon it's the sweet spot in the range. The more powerful EcoBoost Hybrid 125 is worth considering if you have a bit more cash, though; it cuts over a second off the EcoBoost 95's 0-62mph dash and proving more muscular at low engine speeds. You can opt for a seven-speed automatic gearbox with the EcoBoost Hybrid 125, but, be warned, it doesn't react that quickly when you ask for a burst of acceleration. Then there's the EcoBoost Hybrid 155, which is also worth a look if you want something really quite nippy because it sprints from zero to 62mph in just 8.9sec, although it isn't available with Trend trim. However, the fastest Fiesta of all (by far) is the Fiesta ST hot hatch, which we've reviewed separately. Avoid the 1.5 TDCI 85 diesel engine; it isn't especially quick, nor is it worth the price premium. One of the most appealing things about the Fiesta is how it combines small-car fun with big-car sophistication, and that's true of the way it rides. Steer clear of 18in alloy wheels and the Fiesta deals brilliantly with the sort of sharp-edged bumps and potholes that are all too common on British back roads. Indeed, in Trend, Titanium and Active trim levels, the Fiesta is one of the more comfortable cars in the class, but look at the Peugeot 208 or Volkswagen Polo if you want something even snappier. ST-Line models have firmer sports suspension, so you feel more of the bumps as they pass beneath the car, but the ride is still very well controlled; you won't be bouncing up and down wildly over undulations like you would in a Citroen The Fiesta may be a small hatchback, but it's just as fun to drive as some sports cars, thanks to its sharp handling and precise, well-weighted steering. In fact, it's Fiesta's ability to put a smile on your face, even on the most mundane journey, it's arguably his cutest trait. ST-Line versions receive a sports suspension with a lower height of riding. This makes the Fiesta super flexible, which is great if you want hot hatch-style handling without the big bills that the powerful engine brings. Indeed, ST-Line models will embarrass all rivals through corners, even Seat Ibiza, but if you want a full fat hot hatch experience, the range topping the Fiesta ST is even sharper. Active versions, meanwhile, are a little less nimble than other Fiestas because of their 18mm increase in ride height. The body of the car leans a little more in the corners - although the difference is not huge. Huge.

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