



## Ford Mustang Mach-E Rally: the first Mustang ever made to live on tarmac *and* play in the dirt

**COLOGNE, Germany, Sept. 7, 2023** – The world is about to witness the power and agility of EVs in a new way with the Ford Mustang Mach-E<sup>®</sup> Rally.

Revealed without camouflage for the first time today at IAA Mobility, Munich, following a global first look at the Goodwood Festival of Speed earlier this year, Mustang Mach-E Rally joins the Mustang Mach-E family and pushes electric vehicles in a different direction – the first-ever rally-inspired EV from Ford takes Mustang freedom and fun onto dirt roads.

“Just a year ago, this was merely an idea, and what you see today is a testament to the passion and intense creativity of our Model e team,” said Donna Dickson, chief engineer, Mustang Mach-E. “We have always explored new areas of performance, and the combination of a rally-tuned suspension, dual motor electric powertrain, and wicked styling makes the Mustang Mach-E Rally a different kind of performance vehicle that will excite customers chasing their next adventure.”

Mustang Mach-E Rally<sup>1</sup> is electric vehicle technology applied to an entirely untapped white space, expanding the Mustang Mach-E family. This machine boasts a tuned version of the Mustang Mach-E GT powertrain, with a two-motor layout targeting at least 880 Nm of torque and 358 kW of power.<sup>2,3</sup> Mustang Mach-E Rally includes a lithium-ion battery with a 91 kWh (usable) capacity.

The vehicle rides on a unique suspension that has been raised 20 millimetres over Mustang Mach-E GT and is equipped with specially tuned springs, MagneRide<sup>®</sup> shocks,<sup>4</sup> and 385-millimetre front brake discs with red-painted Brembo<sup>®</sup>-branded callipers.<sup>5</sup>

Where the rubber meets the dirt road, Mustang Mach-E Rally sports durable, gloss white 19-inch rally-style alloy wheels inspired by the long history of Ford rally vehicles and wearing 235/55 R19 Michelin CrossClimate2 tyres that provide more sidewall and loose surface grip compared to GT.

With all the gravel customers will kick up, the underside gets protective shielding for the front and rear motors, protective film on the door cladding and wheel arches to help reduce paint chips, and available dealer-installed styled mud flaps to reduce debris spray. There’s also a recovery point built into the front end should off-highway adventures ever get a little too spicy.

Mustang Mach-E Rally has the first-ever RallySport Drive Mode<sup>6</sup> from Ford, which is designed for off-road driving and adapts electronic control systems to allow bigger slides, a linear throttle response for better control, and more aggressive damping for better handling in loose corners. As a bonus, drivers will appreciate how this drive mode, combined with the new tyres, allows the Mustang Mach-E Rally to perform in snow and other slick on-road conditions.

To test the Mustang Mach-E, Ford developed an all-new rally course at its Michigan Proving Ground. The course was specially designed by rallycross veterans to simulate just what the vehicle might experience in the real world. Engineers and technicians then abused Mustang Mach-E Rally prototypes in 800-kilometre tests simulating rally-cross durability trials to make sure it lived up to their design intent.

The Mustang Mach-E Rally also looks the part by wearing a dramatic rear spoiler that takes inspiration from the Focus® RS, unique contrasting accents, including upper and lower body mouldings, a unique front splitter, black painted steel roof, distinctive and purposeful front fascia that houses built-in rally-inspired fog lights. Every Mustang Mach-E Rally comes standard with two racing stripes that complement the bold colour palette. It can be ordered in Grabber Blue, Shadow Black, Eruption Green, and eye-popping Grabber Yellow with available Star White or new Glacier Gray as extra cost options.

Inside there's a combination of comfort, functionality, and style that ties in with the iconic white wheels. There are gloss white accents on the dash, the lower spokes of the steering wheel and contrasting stitching on the doors. Drivers will strap into distinctive Ford-designed performance seats that feature gloss white seatbacks, and "Mach-E Rally" debossed into the seating surface.

"Mustang Mach-E Rally puts Ford's decades of passion for rally championships around the world right in the hands of our customers," said Jim Farley, Ford chief executive officer. "It takes Mustang where it hasn't been before – to gravel and dirt roads. Inspired by true driving enthusiasts, a driving experience like never before for the pure joy of driving."

The Mustang Mach-E Rally will be available to order in early 2024 and deliveries will begin shortly afterward.

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<sup>1</sup> Officially homologated driving range will be published closer to on-sale date.

<sup>2</sup> Calculated via peak performance of the electric motors at peak battery power. Your results may vary.

<sup>3</sup> Maximum power output and torque output are independent attributes and may not be achieved simultaneously.

<sup>4</sup> MagneRide® is a trademark of BWI Group.

<sup>5</sup> Brembo is a trademark of Brembo S.p.A

<sup>6</sup> Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle.

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*Ford, a global American brand woven into the fabric of Europe for more than 100 years, is committed to freedom of movement that goes hand-in-hand with looking after the planet and each other. The company's Ford+ plan, with Model e, Ford Pro and the Ford Blue business units is accelerating its European transformation to an all-electric and carbon neutral future by 2035. The company is driving forward with bold, new EVs, each one designed with European drivers in mind and innovating with services to help people connect, communities grow, and businesses thrive. Selling and servicing Ford vehicles in 50 individual European markets, operations also include the Ford Motor Credit Company, Ford Customer Service Division and 14 manufacturing facilities (eight wholly owned and six unconsolidated*

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