SMART FORTWO PASSION

MFR'S SPECS | C/D RESULTS

VEHICLE

Price (AS TESTED)

$15,375

BASE: $14,235

Vehicle type: rear-engine, rear-wheel-drive, 2-passenger, 3-door hatchback

Options: premium sound system (includes 6-CD changer and 5 speakers), $350; metallic paint, $225; silver metallic tridion safety cell, $175; alarm system, $160; dash-mounted clock and tachometer, $120; fog lamps, $110

Standard: power windows and locks, remote locking, rear wiper

AV system: Smart; AM, FM radio; CD changer; auxiliary input jack; 5 speakers

Fuel Capacity 10.0 gal

MPG	EPA CITY	EPA HWY	C/D OBSERVED
	33	41	32

INTERIOR

RESTRAINT SYSTEMS

Front: manual 3-point belts, driver and passenger front and side airbags

SEAT ADJUSTMENTS

Front: fore-and-aft, seatback angle

MEASUREMENTS (in)

	Head	Leg	Shoulder
FRONT	39.7	41.2	48.0

	Front	Cargo
SAE VOLUME	45 cu ft	8 cu ft

DIMENSIONS

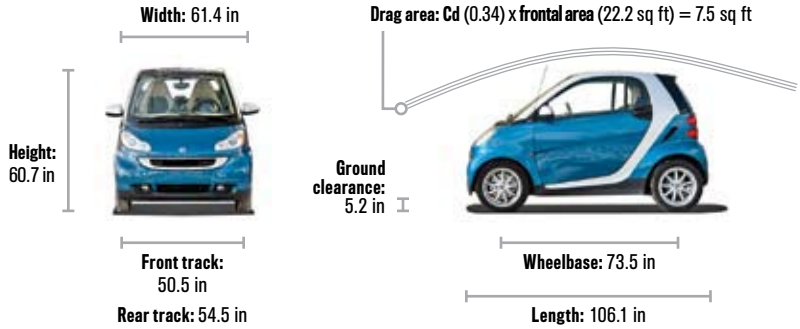
WEIGHT: Curb: 1815 lb **Per horsepower:** 25.9 lb

DISTRIBUTION: Front: 44.6% **Rear:** 55.4%

TOWING CAPACITY: 0 lb

GVW: 2315 lb

Drag area: Cd (0.34) x **frontal area** (22.2 sq ft) = 7.5 sq ft



CHASSIS

Chassis type: steel space frame

Body material: injection-molded thermoplastic

STEERING

Rack-and-pinion

Steering ratio: 21.1:1 | **Turns lock-to-lock:** 3.3 | **Turning circle curb-to-curb:** 28.7 ft

SUSPENSION

Front: ind, strut located by a control arm, coil springs, anti-roll bar

Rear: twist beam located by 2 lateral links, coil springs

WHEELS+TIRES

Wheel size/type: F: 4.5 x 15 in, R: 5.5 x 15 in/ cast aluminum

Tires: Continental ContiProContact; F: 155/60R-15 74T M+S, R: 175/55R-15 77T M+S

Spare: none

BRAKES

Hydraulic with vacuum power assist, anti-lock control, and electronic panic assist

F: 11.0 x 0.4-in disc | **R:** 8.0 x 1.2-in drum

Traction Control ■YES ■NO Defeatable **NO**

Stability Control ■YES ■NO Defeatable **NO**

POWERTRAIN

ENGINE

Inline-3, aluminum block and head

Bore x stroke: 2.83 x 3.22 in, 72.0 x 81.8mm

Displacement: 61 cu in, 999cc

Compression ratio: 10.0:1

Fuel-delivery system: port injection

Valve gear: chain-driven double overhead cams, 4 valves per cylinder, variable intake-valve timing

Power (SAE net): 70 bhp @ 5800 rpm

Torque (SAE net): 68 lb-ft @ 4500 rpm

Redline: 6000 rpm

DRIVETRAIN

Transmission: 5-speed manual with automated shifting and clutch

Final-drive ratio: 4.53:1

GEAR	RATIO	MPH PER 1000 RPM	SPEED IN GEARS
I	3.31	4.5	27 mph (6000 rpm)
II	1.91	7.7	46 mph (6000 rpm)
III	1.26	11.8	71 mph (6000 rpm)
IV	0.94	15.7	91 mph (5800 rpm)
V	0.71	20.9	88 mph (4200 rpm)

TEST RESULTS

HANDLING

ROADHOLDING

0.71 g

300-ft-dia skidpad

(stability-control-inhibited)

UNDERSTEER

MINIMAL | MODERATE | EXCESSIVE

INTERIOR SOUND (dBA)

IDLE	FULL THROTTLE	70-MPH CRUISING
45	75	73

ACCELERATION

¼-mile: 19.9 sec @ 68

SEC	0	4.6	6.7	10.7	14.4	21.4	30.4
MPH		20	30	40	50	60	70

TOP SPEED 91 gov ltd

5-60 street start: 14.6 sec | Top gear, 30-50: 7.4 sec | Top gear, 50-70: 11.7 sec

BRAKING

70–0 MPH 20 40 60 80 100 120 140 160 **167 ft**

NOTES

For better acceleration, we shifted manually. Won't go to 6400-rpm rev cutoff in 4th gear. Stability-control limit is very conservative but operates smoothly.

WEATHER

Temperature: 24°F

Humidity: 100%

Barometric pressure: 29.35 in Hg

ODOMETER

Test-vehicle mileage: 3786

TIRE INFLATION

Test pressures:	Front	Rear
	29 psi	36 psi