

FOR IMMEDIATE RELEASE

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NEW FIAT BRAVO IN UK

The new 5-door Fiat Bravo goes on

sale in the UK on 30 June. It marks Fiat's return to the second largest segment of the UK



**Giulio Salomone, Managing Director,
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market, which equates to almost 600,000 cars per annum or some 25% of the total. Within this sector, 5-door hatchbacks – such as the new Fiat Bravo – account for 75% of total sales.

The New Bravo was created in just 18 months from design 'freeze' to production. To achieve this record-breaking development time, Fiat employed new, groundbreaking, state-of-the-art Computer Aided Design (CAD) and Computer Aided Engineering (CAE) systems of unprecedented power and complexity, allowing the development of this new hatchback to be undertaken almost entirely through virtual

analysis and engineering.

So sophisticated is the computer software involved, that not only could Fiat's engineers simulate every aspect of the Bravo's structural, dynamic, NVH and accommodation characteristics to a level of unprecedented detail, but they were also able to create a virtual production-line to ensure consistently outstanding component and build quality.

The benefits of these all-encompassing developments in virtual design and engineering are clearly evident in every aspect of the new Fiat Bravo, from...

consistently high build quality and class-leading passenger accommodation, to superior driving dynamics, minimal NVH levels and, of course, outstanding safety provision.

New Bravo has been awarded a maximum 5-star rating for adult occupant protection in the gruelling Euro NCAP crash test programme. Achieving 5 stars for adult occupant safety, 3 stars for child protection and a further 2 for pedestrian protection, the new Fiat recorded 33 points, placing it among the leaders of its category in terms of passive, active and preventive safety.

Twelve versions of the new 5-door Bravo, priced from £10,995 to £15,495 on-the-road, will be available from launch, embracing five trim levels – Bravo, Active, Active Sport, Dynamic and Sport. Augmenting an interior design founded on the fundamental pre-requisites of class-leading space, exemplary build quality, and visual and tactile sophistication, the new Fiat's equipment specification has been carefully considered to simplify and enhance life on



New Bravo

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board. ABS anti-lock braking, remote central locking, driver and passenger front and side airbags, electric front windows, a CD player, Dualdrive electric power steering and Follow Me Home headlamps are fitted as standard, even within entry level models.

This comprehensive equipment package is further boosted by a range of innovative, safety and comfort enhancing options such as dual-zone climate control, cruise control, rain, parking and tyre pressure sensors, a SkyDome glass sunroof occupying almost the entire Bravo roof area, a CD system – with

subwoofer – that can play MP3 files, and Blue & Me mobile phone and MP3 player connectivity with steering wheel controls.

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The new Fiat goes on sale in the UK with a choice of five powerplants, one of which is an all-new 1.4 litre T-Jet 150 bhp turbocharged petrol engine, making its debut in the Bravo. This is the first example of a new family of turbocharged petrol units developed by Fiat Powertrain Technologies to combine the sporting performance and low NVH characteristics of a petrol engine with fuel economy comparable to a diesel unit and CO₂ emission levels which readily comply with increasingly stringent European regulation.

Through cubic capacity downsizing allied to the adoption of the smallest possible turbocharger, Fiat's responsive new 150 bhp 1.4 litre T-Jet engine combines performance equal to or better than a conventionally aspirated 1.8/2.0 litre petrol engine, but with a reduction of between 10% and 20% in fuel consumption and emissions. These advantages are especially useful, given the importance of the fleet market, where taxation plays a major role.

The future addition to the range of a 120 bhp version of this outstanding new unit, with performance equal to or better than a conventionally aspirated 1.6 litre petrol engine, together with significant fuel consumption reductions, will increase the new Bravo UK model range to 15 versions later this year.

In addition, Bravo may be equipped with a 90 bhp version of Fiat's lively 1.4 litre 16-valve Fire petrol engine, as well as 120 bhp 8-valve and 150 bhp 16-valve versions of the company's widely acclaimed 1.9 litre common-rail direct injection MultiJet turbodiesel.

The 1.9 litre 8-valve 120 bhp MultiJet unit is mated to a 5-speed manual gearbox, while all other engines are mated to 6-speed manual transmissions.

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With a 5-star Euro NCAP safety rating to its name, the new Fiat Bravo builds on an already impressive safety portfolio with the full range of braking, traction control and stability systems available on the market today: ABS anti-lock brakes, complete with electronic brakeforce distribution, ASR to limit wheel spin during acceleration, MSR to modulate engine brake torque whilst changing down, and a sophisticated ESP to control vehicle stability through bends. Vehicles fitted with ESP also benefit from hydraulic brake assistance and a Hill Holder function to facilitate smooth hill starts.

DESIGN

Combining class-leading accommodation with exemplary build quality, flexible practicality, generous equipment levels, and state-of-the-art technology and driving dynamics, the all-new Fiat Bravo was created in just 18 months, from design 'freeze' to production.

To achieve this record-breaking development time, Fiat Auto employed new, groundbreaking, state-of-the-art Computer Aided Design (CAD) and Computer Aided Engineering (CAE) systems of unprecedented power and complexity. Obviating the need for inefficient, costly, and time consuming physical prototype studies other than for final 'sign off', the development of the new Bravo was undertaken almost entirely through virtual analysis and engineering.

Virtualisation of every aspect of design and manufacture creates a practically infinite number of prototypes which can be subjected to unlimited testing, measuring unprecedented quantities of information to explore and optimise every aspect of vehicle behaviour in the smallest detail.

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So sophisticated is the computer software involved, that not only could Fiat's engineers simulate Bravo's structural stiffness, driving dynamics, NVH levels, aerodynamic efficiency, fuel economy, visibility zones, impact characteristics, durability and even air-conditioning functionality, but they were also able to create a virtual production-line. Virtualisation of the assembly-line included a 'total immersion' approach, employing virtual reality equipment to optimise on-line manufacturing techniques, whilst component supplier access to every CAD/CAE stage afforded continuous specification revision before final quality verification and manufacture.

The benefits of Fiat Auto's ground-breaking developments in virtual design and engineering are clearly evident in every aspect of the New Bravo, from consistently high build quality and class-leading passenger accommodation, to impressive driving dynamics, minimal NVH levels and outstanding safety credentials.

Styling

Designed by the Fiat Styling Centre, the new 5-door Fiat Bravo marries smooth, naturally aerodynamic lines with pronounced, muscular wheel arches to create an elegant, dynamic and sporting design. New Bravo shares some of the styling cues first introduced in the highly successful Grande Punto range, making it instantly recognisable as a significant addition to a new generation of attractive family vehicles from Fiat.

The front end of the new Bravo features dynamic, assertive styling worthy of the Italian GT tradition. It incorporates sleek, powerful, teardrop headlamps with a crisp, sporting grille design, an integral, colour-coded bumper and a deep front airdam complete with recessed foglight housings. Safety has been an important design

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consideration, and the Bravo's wide bonnet, tapered bumper structure and rounded front profile ensure that the new Fiat is endowed with a high standard of pedestrian protection.

A new Fiat logo makes its debut on the Bravo. Created jointly by brand strategy designers RobilantAssociati and the Fiat Styling Centre, the new symbol evokes the famous shield that adorned Fiat cars from 1931 to 1968, with vertically elongated letters standing out against a ruby red background encased in a rounded chrome frame.

As Luca De Meo, President of the Fiat Brand, explains: "We decided to acknowledge the progress achieved so far, by changing our logo, as a tangible sign of the new impetus that is projecting us towards future challenges. This is why the new logo is making its debut on the new Bravo, before being gradually adopted on all Fiat models."

In profile, the bonnet and front wings flow seamlessly into a steeply raked windscreen. The resultant aerodynamic efficiency bestows enhanced high-speed stability, a reduction in wind noise intrusion to the interior, and enhanced fuel economy. Aerodynamic, door-mounted mirrors further reduce interior wind noise levels, and also emphasise the Bravo's tapering waistline, which reinforces the smooth homogeneity of the design.



New Bravo

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At the rear, large, high visibility tail light clusters recall those of the previous Bravo, and flank a practical, top hinged tailgate – with an integral roof spoiler housing the third stop light – which offers full-width access to the loadspace across a low-silled aperture. The new Fiat's broad, purposeful stance is further strengthened by an aerodynamic lower bumper, housing slender fog and reversing light clusters.

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The new Fiat Bravo also offers a bespoke range of 16"-18" alloy wheels, and is available in a choice of 12 paint colours.

Life on board

4336 mm long, 1792 mm wide, 1498 mm high and with a wheelbase of 2600 mm, the New Bravo offers spacious accommodation, sound ergonomics and high build quality allied to a comprehensive equipment specification.

Painstakingly refined through the use of virtual reality ergonomic structuring techniques, the combination of a height adjustable driver's seat with optional lumbar adjustment, rake and reach adjustable steering wheel, and generous glazing afford the Fiat Bravo driver a comfortable, ergonomically adaptable driving position allied to excellent all-round visibility.

The driver's instrument binnacle flows seamlessly from the soft-touch, carbon look upper fascia and features deeply recessed dials with graphics backlit in orange after dark. A clear, intuitive, central multi-function display gives access to a wide range of menu options in a choice of nine languages. Careful consideration has gone into the ergonomic placement of gear lever, steering column mounted switchgear and all other centre console based functions, to ensure optimum ease of access with minimal driver distraction.

The seats, produced in accordance with principles developed by the Biometrics Department at the CONI Sport Medicine Institute, offer exceptional comfort and support, devoting particular attention to passenger posture and lateral containment.

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The height adjustable, anti-submarining front seats incorporate an improved lumbar support system, and are padded with a foam that adapts to the shape of the body. They can be fitted with an anti-whiplash system, and lumbar adjustment is available for the driver's seat. At the rear, a 60:40 split/folding rear bench offers seating for three, and may be folded

flat to increase the Bravo's loadspace from 365 litres (with spare wheel) to a capacious maximum of 1 175 litres. Both outer rear seats include ISOFIX mountings for a child seat.

The New Bravo's passenger compartment is notable for both ease of access and spaciousness. Of particular note is the class-leading cabin width at shoulder height and the substantial, 240 mm longitudinal adjustment of the front seats.

Reinforcing the quality of the Fiat Bravo's stylish interior, increased visual and tactile sophistication is offered through the high-gloss centre console and air-conditioning control surrounds, and a highly innovative range of colour combinations to the two-tone dashboard, including the use of soft-touch blue, anthracite, brown or black carbon look finishes. A complementary range of fabric upholstery to seats and door panels, as well as optional leather trims, offers further bespoke tailoring opportunities.

The new Bravo interior is one of the most practical in its category, with a useful storage drawer under the front passenger seat, a refrigerated compartment, door pockets, a centre console with space for bottles, documents, maps and coins, storage compartments on the fascia for keys, sunglasses and remote controls, and a large glovebox.

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NVH

Particular emphasis has been placed on eliminating the transmission of Noise Vibration and Harshness to the cabin of the new Fiat Bravo, further enhancing on-board comfort with the quietest possible, vibration-free interior.

The extensive deployment of sound absorbing materials has been further bolstered by the introduction of numerous expandable, sound-deadening partitions located within the box sections of the Bravo's monocoque structure, preventing noise propagation and isolating the passenger compartment from the outside world.



New Bravo

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Vibration is limited by a particularly rigid bodyshell structure which has recorded a flexural rigidity of 960 daN/mm and torsional rigidity of 121,800 daNm/rad –outstanding results in a car with a full height tailgate. Particular attention has also been paid to the vibration-free mounting of all mechanical elements including engine, suspension and steering column.

SAFETY

The New Bravo has been awarded a maximum 5-star rating for adult occupant protection in the gruelling Euro NCAP crash test programme. Achieving 5 stars for adult occupant safety, 3 stars for child protection and a further 2 for pedestrian protection, the new Fiat recorded 33 points out of a possible 37, placing it among the leaders in its category in terms of passive, active and preventive safety.

This is an important accolade which, together with similar ratings already achieved by the Grande Punto and other Fiat Group products, is further confirmation of Fiat's commitment to all aspects of driver and passenger protection.

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To achieve this outstanding result, over 15,000 hours of computations were carried out, along with 60 crash tests, 150 simulations with the HyGe sled and 100 tests on components and subsystems, encompassing every possible type of accident: head-on and lateral collisions, rollovers, rear-end collisions and fire. Other factors taken into consideration included the different speeds at which accidents occur, obstacles, pedestrian protection, and the protection of occupants with widely differing physical attributes.

PREVENTIVE SAFETY

The new Fiat Bravo meets preventive safety needs with an adjustable cockpit that adapts perfectly to drivers of any size. The combination of a height adjustable driver's seat and reach and rake adjustable steering, allied to an extensive glazed area, allows the best possible view of the road ahead. User-friendly ergonomics allow drivers to operate all instruments and controls without taking their eyes off the road. And the new Bravo's excellent all-round visibility is further enhanced by foglights that illuminate the road around corners and the availability of optional rain, parking and tyre pressure sensors.

PASSIVE SAFETY

Allied to a chassis designed to provide exceptional torsional stiffness (121,800 daNm/rad) yet absorb impact with maximum efficiency, all versions of the new Fiat Bravo, with the exception of the entry level car, are equipped with six airbags, whilst height adjustable front seatbelts with pretensioner, load limiter and fastened sensor, three-point rear seatbelts, anti-submerging front and rear seats, five head restraints, ISOFIX child seat attachments to outer rear seats and an FPS Fire Prevention System are all fitted as standard.

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Airbags

All versions of the new Fiat, except the entry level car, are equipped with six airbags fitted as standard; driver and passenger front airbags – including a driver's dual-stage 'Smart 2' bag – side airbags and two side curtain airbags providing head protection in the case of side impacts. Their operation is governed by an electronic control unit that evaluates crash severity via a number of sensors located throughout the car.

The front passenger airbag may be deactivated manually via the menu on the control panel. A dashboard warning light indicates this condition.

ISOFIX Attachments

The new Bravo is fitted with ISOFIX mountings to ensure the easy and safe installation of child seats. The attachments take the form of two pairs of brackets located at the base of the two outer rear seat squabs. The bracket sizes and settings are in accordance with European standards so that the seat can be re-used on any other vehicle.

Fire Prevention System

The FPS includes a cut-off valve and an inertia switch which immediately locks the electric petrol pump. This prevents fuel loss in the case of impact, roll-over or damage to the fuel lines. The fuel tank is formed in a plastic resistant to mechanical stress and fire. Special care has been taken over the location of key components within the engine bay, electrical system, fuel system and brakes to minimise the risk of accidental damage. And the new Bravo's interior trim is also flame resistant.

ACTIVE SAFETY

The new Fiat Bravo offers the full range of braking, traction control and stability systems available on the market today: ABS anti-lock brakes, complete with

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Electronic Brakeforce Distribution, ASR to limit wheel spin during acceleration, MSR to modulate engine brake torque whilst changing down, and a sophisticated ESP to control vehicle stability through bends. Versions fitted with ESP also benefit from hydraulic brake assistance and a Hill Holder function to facilitate smooth hill starts.

Brakes and Tyres

The servo assisted braking system features two independent crossover hydraulic circuits to ensure prompt, linear braking and shorter stopping distances. Bravo versions powered by the 1.4 litre normally aspirated petrol engine are equipped with 257 mm x 22 mm ventilated front discs and 251 mm x 10 mm solid discs at the rear. The 120 bhp 1.4 litre T-Jet and 1.9 litre MultiJet versions feature 284 mm x 22 mm ventilated front discs and 251 mm x 10 mm rear discs, whilst 150 bhp versions of both the 1.4 litre T-jet and 1.9 litre MultiJet Bravo employ 281 mm x 26 mm ventilated front discs and 251 mm x 10 mm solid discs at the rear.

Allied to a range of steel or alloy wheels, the new Fiat Bravo may be equipped with either 195/65 R15", 205/55 R16", 225/45 R17" or 225/40 R18" tyres, each chosen to optimise roadholding, safety and ride comfort.

ABS

An advanced ABS system, featuring four active sensors, four channels and a hydraulic control unit with eight solenoids, is fitted as standard across the entire Fiat Bravo range.

The system is complemented by an Electronic Brakeforce Distributor (EBD) that governs the braking action on the rear axle to prevent the wheels locking and ensure full control of the car in all situations. The system also adapts its operation to wheel

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grip conditions and brake pad efficiency to reduce pad overheating and the brake servo thrust requirement.

ASR and MSR

The new Bravo can also be equipped, as an option, with a sophisticated Anti Slip Regulation system (ASR) to restrict wheel spin in conditions of reduced grip. ASR traction control works at any speed, and prevents the driven wheels from spinning by adjusting torque according to available levels of grip.

MSR (Motor Schleppmoment Regelung) intervenes when a gear is shifted down abruptly in low grip conditions. The system restores torque to the engine to prevent a slide as a result of wheel lock-up.

Both ASR and MSR are available when ESP is ordered as an option, along with Hydraulic Brake Assist.

HBA

On Bravo versions without ESP, emergency brake assistance takes the form of Emergency Valve Assistance (EVA); a mechanical system located inside the brake servo. On vehicles fitted with ESP, the function is carried out electronically by the ABS control unit and is known as Hydraulic Brake Assistance (HBA). Both systems carry out an identical function with equal efficiency.

ESP

The new Fiat Bravo can be equipped with a permanently engaged Electronic Stability Programme (ESP) which activates to help control the car when its stability is at risk.

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Via sensors monitoring car body rotation, lateral acceleration and steering wheel input, the system assesses vehicle stability and the proximity of either an understeer or oversteer slide. The system restores stability by applying smoothly modulated braking to the appropriate wheel individually, and simultaneously reducing engine power. Engine power reduction is also carefully modulated to ensure a minimum of performance loss and, hence, continued driver satisfaction.

Hill Holder

Fiat's Hill Holder system helps drivers pull smoothly away from an upwards-facing hill start. Operating via the ESP longitudinal acceleration sensor when first gear is engaged and both clutch and brake pedals are pressed, the control unit maintains front calliper pressure for about 1.5 seconds after the brake pedal is released to eliminate the risk of rolling backwards and ensure a smooth pull away. Hill Holder does not operate when setting off downhill in first gear, but does so when reverse is engaged and the driver wishes to back uphill.

MODEL RANGE AND EQUIPMENT

With 1.4 litre T-Jet 120 bhp powered Active, Active Sport and Dynamic versions joining the 12 model launch range later this year, the new 5-door Bravo will become available in 15 versions, as follows:

1.4	£10,995
1.4 Active	£11,795
1.4 T-Jet 120 Active	TBC
1.4 T-Jet 150 Active	£12,895
1.9 MultiJet 120 Active	£13,295
1.4 Active Sport	£12,495

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1.4 T-Jet 120 Active Sport	TBC
1.9 MultiJet 120 Active Sport	£13,995
1.4 Dynamic	£12,895
1.4 T-Jet 120 Dynamic	TBC
1.4 T-Jet 150 Dynamic	£13,995
1.9 MultiJet 120 Dynamic	£14,395
1.9 MultiJet 150 Dynamic	£15,195
1.4 T-Jet 150 Sport	£14,295
1.9 MultiJet 150 Sport	£15,495

EQUIPMENT

The new Fiat Bravo range is available in five trim levels – Bravo, Active, Active Sport, Dynamic and Sport. A particularly generous equipment specification has been carefully considered to simplify and enhance life on board, with ABS, air-conditioning, remote central locking, six airbags, electric front windows, a CD player, Dualdrive electric power steering, foglights and Follow Me Home headlamps fitted as standard from the Active trim level upwards.

The specification levels include the following:

Active:

- Air-conditioning (not available on Bravo entry level version)
- Remote central locking with deadlocks
- Electric front windows
- Electric door mirrors
- Driver and passenger front airbags
- Driver and passenger side airbags

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- Curtain airbags (not available on Bravo entry level version)
- Height and reach adjustable steering wheel
- Height adjustable driver's seat
- Follow Me Home headlamps
- Dualdrive electric power steering
- ABS with EBD
- Stereo radio / CD player
- Foglights (not available on Bravo entry level version)
- Trip computer
- 3 rear seatbelts
- ISOFIX Attachments

Active Sport:

In addition to the Active specification, Active Sport adds:

- Leather sports steering wheel, gearknob and handbrake gaiter
- Sport seats and interior trim
- Driver's seat lumbar adjustment
- Sport pedals
- 17" alloy wheels
- Rear spoiler and sideskirts
- Chrome window strip
- Front armrest

Dynamic:

In addition to the Active specification, Dynamic adds:

- Electric rear windows
- Leather steering wheel

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- Blue & Me phone and MP3 player connectivity with steering wheel controls
- Driver's seat lumbar adjustment
- Dual Zone climate control
- Cruise control
- 16" alloy wheels
- Front armrest
- Bespoke interior trim

Sport:

In addition to the Active specification, Sport adds:

- Leather sports steering wheel, gearknob and handbrake gaiter
- Sport seats
- Driver's seat lumbar adjustment
- Sport pedals
- 17" alloy wheels
- Sports suspension
- ESP with ASR/MSR, HBA and Hill Holder
- Rear spoiler and sideskirts
- Chrome window strip
- Front armrest
- Cruise control
- Blue & Me phone and MP3 player connectivity with steering wheel controls
- Bespoke interior trim
- Red brake callipers and chrome tailpipe
- Sports instruments

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Cornering Foglamps

Unique to this market segment, the new Fiat Bravo is fitted, as standard, (except the entry level vehicle), with foglights that illuminate the road around corners. Operating at slow speeds when the vehicle's headlights are switched on, the system automatically activates the foglight corresponding to the direction of travel when sufficient steering lock has been applied, greatly improving visibility at junctions and during parking manoeuvres.

Dualdrive electric power steering

All Bravo versions are equipped with this innovative, speed-sensitive power steering system, which comes with two operating modes and uses an electric motor, rather than a hydraulic pump driven by the engine, which results in a considerable reduction in both fuel consumption and noise.

The system offers a choice of two settings: the first ensures maximum feedback and driver involvement, the second lightens the steering to minimise effort, and is therefore ideal for urban driving and low speed manoeuvring.

Pressing the 'City' button on the fascia activates the latter mode. But, to ensure maximum safety under all driving conditions, both settings offer identical power assistance over 19 mph, thus ensuring a steering wheel response suited to high speed driving.

Follow Me Home headlights

A practical, safety-conscious innovation designed to light the interior of a garage or the path to one's front door after the car has been locked, Follow Me Home activates the dipped beams and sidelights of the Bravo. The driver simply operates the light flasher stalk within two minutes of switching off the engine. Each time the stalk is

operated, light activation is extended by 30 seconds up to a maximum of three-and-a-half minutes.

OPTIONAL EQUIPMENT

The new Fiat Bravo's comprehensive standard equipment package is further enhanced by a range of innovative, safety and comfort enhancing options such as Dual Zone climate control, a SkyDome sunroof, rain and parking sensors, a tyre pressure sensor, cruise control, a CD system – with subwoofer – that can play MP3 files, Blue & Me mobile phone and MP3 player connectivity with steering wheel controls.

Blue & Me

Blue & Me is an innovative, Windows Mobile based system arising out of a joint venture between Fiat and Microsoft. The easy-to-use system employs Bluetooth technology to allow vehicle occupants to communicate with the outside world via mobile phones.

One year after its launch, the Blue & Me system is enjoying considerable commercial success and is the recipient of numerous awards, including business research and consulting firm *Frost and Sullivan's* 2006 Excellence in Technology of the Year Award for European Automotive Telematics and Infotainment; and *Telematic Update of Detroit's* Best Telematic Solution of the Year 2006. Furthermore, *Automotive News Europe* awarded the Eurostats 2006 prize to Giuseppe Bonollo, Vice President Product Portfolio Management, for the success of the system installed in Fiat Group cars.

Blue & Me is fully integrated into the vehicle, and offers a sophisticated hands-free system with voice recognition, that allows customers with Bluetooth mobile phones to

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make and receive calls without operating the mobile handset itself. The control keys are located on the steering wheel, and include the facility to scroll search through a mobile's phone book, as well as muting the system for a private call. Users store their mobile number only once on the system, and a personal phone book may be transferred fully and then automatically updated whenever the system detects the mobile phone.

No voice learning stage is required, due to the state-of-the-art voice recognition system. Blue & Me is able to store up to five mobile phones simultaneously, thus permitting more than one vehicle occupant to make immediate use of the system.

In addition, the system features a USB port located on the Bravo's centre console to facilitate the playback of music audio files via any digital system with an analogue connection, such as MP3, WMA, WAV, smart phones or a USB flash drive.

Dual Zone climate control

Dual Zone climate control makes it possible for driver and front seat passenger to select different air flows and a temperature differential of up to seven degrees on either side of the cabin.

The system uses numerous sensors to monitor both ambient temperature and solar gain within the two zones and adjust the temperature accordingly. It also operates a bi-level function whereby warmer air can be directed to the floor vents and cooler air to the dashboard vents. The system further features a highly efficient active carbon pollen filter, and an Air Quality Sensor which automatically activates the climate control recirculation function to prevent the intake of air in areas of high smog.

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Sky Dome sunroof

The Sky Dome, a large, crystal-glass sunroof, occupies 1.24 square metres; some 77% of the Bravo's total roof surface. It consists of two glazed panels – one fixed and one mobile – and two sunblinds that may be independently retracted towards the rear of the car.

Via a button adjacent to the central courtesy light, the retractable glass panel becomes a raised spoiler in the first position, thereafter sliding on aluminium guides to the fully opened position. Releasing the control button stops the movement at any required position. Both glass front panel and sunblind may be fully opened in just seven seconds.

Parking sensors

The parking sensor, which is activated whenever the ignition is turned on and reverse gear engaged, consists of four ultrasound sensors fitted in the rear bumper linked to an electronic control unit and a buzzer.

The four detectors cover the rear corners of the Bravo from a distance of less than 60 cm, and the area immediately behind the car from a distance of less than 150 cm. Proximity information is transmitted to the driver in the form of bleeps at intervals. The bleeps are emitted with increasing frequency, becoming a continuous signal when the car reaches a distance of 30 cm from any obstacle.

Tyre pressure sensor

The new Fiat may be fitted with a tyre pressure sensor which signals any anomalies with a bleep and an illuminating icon on the fascia display screen. The system monitors two conditions: insufficient inflation pressure, and a puncture. If one of these

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thresholds is breached, the warning icon is illuminated and a message appears on the display screen. In the event of a puncture, the system also emits an audible warning.

ENGINES AND TRANSMISSIONS

The new Fiat Bravo goes on sale in the UK with a choice of four powerplants: an all-new 1.4 litre T-Jet 150 bhp turbocharged petrol engine makes its debut in the Bravo, and a 120 bhp version of this outstanding new unit will be added to the UK range later this year. In addition, the Bravo may be equipped with a 90 bhp version of Fiat's lively 1.4 litre 16-valve Fire petrol engine, as well as 120 bhp 8-valve and 150 bhp 16-valve versions of the company's widely acclaimed 1.9 litre common-rail direct injection MultiJet turbodiesel.

The 1.9 litre 8-valve 120 bhp MultiJet unit is mated to a 5-speed manual gearbox, whilst all other engines are equipped with 6-speed manual transmissions.

Petrol Engines

1.4 16v T-Jet 150 bhp

- 1368 cc
- 4-cylinders, 16 valves
- Power: 150 bhp @ 5500 rpm
- Torque: 170 lb ft @ 3000 rpm
- Top speed: 131 mph
- Acceleration 0-62 mph: 8.2 seconds
- Fuel consumption: in town: 30.4 mpg
 - out of town: 48.7 mpg
 - combined: 39.8 mpg
- CO₂: 167 g/km

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1.4 16v T-Jet 120 bhp

- 1368 cc
- 4-cylinders, 16 valves
- Power: 120 bhp @ 5000 rpm
- Torque: 152 lb ft @ 1750 rpm

The 120 bhp and 150 bhp 1.4 litre 16 valve T-Jet engines are the first examples of a new family of turbocharged petrol units developed by Fiat Powertrain Technologies to combine the sporting performance and low NVH characteristics of a petrol engine with fuel economy comparable to a diesel unit and CO₂ emission levels which readily comply with increasingly stringent European regulation.

Through cubic capacity downsizing allied to the adoption of the smallest possible turbocharger, Fiat's responsive new 120 bhp and 150 bhp 1.4 litre T-Jet engines combine a performance equal to or better than a conventionally aspirated 1.6/1.8/2.0 litre engine with a reduction of between 10% and 20% in fuel consumption and emissions.

Employing state-of-the-art computer aided design and calculation systems to simulate unit stress under turbocharging, every aspect of the 1.4 litre powerplant has been re-evaluated. Three-dimensional computational fluid-dynamics studies of the entire thermodynamic cycle, injection phase and the engine cooling circuit, as well as thermo-mechanical analysis of cylinder head, block and piston stress resulted in comprehensive redevelopment of the combustion system, intake and exhaust manifolds, cam profiles and phasing, intake system, engine coolant circulation and spark plugs.

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The new T-Jet engines feature optimised intake port and manifold design; a revised injection system and bespoke spark plug design to improve knock resistance and pre-ignition; a reduction in both inlet and exhaust valve lift time to optimise air mass flow; a reduction in compression ratio from 11:1 to 9.8:1; piston, con-rod and crankshaft redesign; a new, reduced volume exhaust manifold for maximum exploitation of the exhaust pulse energy, and improved engine cooling efficiency through a revised coolant path and a redesigned water pump impeller.

Excellent combustion characteristics have allowed for the adoption of a notably small turbocharger. With a turbine diameter of only 33 mm, this highly compact and responsive turbine is located directly above the exhaust manifold, with the attendant catalytic converter close-coupled to the turbine exit.

Via a 'drive-by-wire' throttle system, the new 1.4 litre T-Jet engines provide outstanding low-end torque, almost entirely devoid of the lag in power delivery traditionally associated with turbocharger installations.

The 150 bhp T-Jet engine offers identical torque delivery at 1750 rpm but, via an 'overboost' button located on the centre console in Sport versions, will deliver an impressive 170 lb ft at 3000 rpm, endowing the Bravo with a 0-62 mph acceleration time of 8.2 seconds and a top speed of 131 mph. Notwithstanding such lively performance, this superbly responsive powerplant will still return nearly 40 mpg in the combined cycle and restrict CO₂ emissions to just 167 g/km.

1.4 16v Fire

- 1368 cc
- 4-cylinders, 16 valves
- Power: 90 bhp @ 5500 rpm

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- Torque: 94 lb ft @ 4500 rpm
- Top speed: 111 mph
- Acceleration 0-62 mph: 12.5 seconds
- Fuel consumption: in town: 32.5 mpg
 - out of town: 50.4 mpg
 - combined: 42.2 mpg
- CO₂: 158 g/km

Developed for the new Fiat Bravo application to optimise a balance of performance and fuel efficiency –two areas in which Bravo leads its class – the revised 1368cc 16 valve Fire unit has a bore of 72 mm and stroke of 84 mm. It now employs a 'drive-by-wire' throttle system, a higher, 11:1 compression ratio, lighter timing components, low friction valve springs, a 'flexible' flywheel that reduces the transmission of engine vibrations to the bodyshell, and a new, high turbulence combustion chamber. The latter, allied to continuously variable valve timing, allows a significant part – some 25% – of the exhaust gases to be recirculated within the combustion chamber, offering marked reductions in both fuel consumption and exhaust emissions.

The 90 bhp unit also adopts a new, torque-based engine control unit which operates through a single coordinator block, the governing parameter of which is the torque demanded by the driver's throttle inputs. Translated into physical torque value, the various system demands (including those of external systems such as ABS) can be coordinated even before the main engine control parameters have been converted (ignition advance, throttle valve position, injection timing, etc.), with the significant advantage of being able to generate them rapidly and with great precision. The use of torque as a single communications standard between the various systems and functions achieves a level of driveability superior to that available from current, conventional systems, whilst also further reducing emissions.

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The Euro 4 compliant, 1.4 litre 16 valve Fire engine also features a catalytic converter welded directly to the side of the exhaust manifold to minimise the delay in reaching optimum operating temperature and, hence, reduce cold-start emissions.

The MultiJet engine: a breakthrough in diesel technology

The common rail high pressure direct injection diesel fuel system was designed and initially developed by the Fiat Group in the 1980s, with contributions from Magneti Marelli and the Fiat Research Centre. It was handed over to Bosch for the final stages of development and industrial production in the early 1990s, and the first car to use the new system was the Fiat Group's Alfa Romeo 156 JTD in 1997.

JTD revolutionised diesel engine design, allowing Fiat JTD units to set new dynamic standards and compete head on with petrol engines across nearly all criteria, whilst still retaining the core diesel values of reliability, low maintenance, reduced CO₂ emissions and exceptionally low fuel consumption figures.

In 2002, the Fiat Group was awarded the prestigious Economist Innovation Award (Energy and Environment category) for its ground-breaking work in developing the 'common rail' diesel technology that is now used by almost every major European car maker.

The sophisticated MultiJet technology of second generation JTDs differs from its UniJet predecessor in two essential areas; the injectors and the electronic control unit.

Within a UniJet engine, a pilot injection raises temperature and pressure inside the cylinder to improve combustion at the time of the main stroke. However, by dividing the main injection into a number of smaller injections, a MultiJet engine affords a

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fuller, more gradual combustion whilst the amount of diesel burnt at each stroke remains the same; thus abetting smoother, quieter combustion, reduced emissions and increased performance.

To facilitate multi-injection, the injectors can both reduce the time lag between injections from 1500 to just 150 microseconds, and reduce the minimum quantity of fuel injected from 2 to less than 1 cu mm. In tandem, the new control unit modulates injection strategy continually to adjust to changes within three parameters; engine rpm, torque required at any given time by the driver, and coolant temperatures.

Thus, when coolant temperature is less than 60 degrees and torque requirement low, two small and one large injection are performed. As torque demand increases, the number of injections drops to two; one small and one large. Under conditions of high rpm and high torque demand, only one injection is required, whilst with coolant temperature at over 60 degrees, emissions are minimised with one small, one large, then one small injection in the sequence.

Hence, whilst performance is substantially enhanced, start-up times and exhaust smoke are reduced, noise levels and vibration are lowered to ensure a quieter drive and improved passenger comfort, and both fuel consumption and emissions are significantly reduced. All Fiat MultiJet turbodiesel units easily fulfil Euro 4 emissions requirements.

1.9 MultiJet 8v

- 1910 cc
- 4-cylinders, 8 valves
- Power: 120 bhp @ 4000 rpm
- Torque: 188 lb ft @ 2000 rpm

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- Top speed: 120 mph
- Acceleration 0-62 mph: 10.5 seconds
- Fuel consumption: in town: 40.9 mpg
 - out of town: 65.7 mpg
 - combined: 53.3 mpg
- CO₂: 139 g/km

1.9 MultiJet 16v

- 1910 cc
- 4-cylinders, 16 valves
- Power: 150 bhp @ 4000 rpm
- Torque: 225 lb ft @ 2000 rpm
- Top speed: 130 mph
- Acceleration 0-62 mph: 9.0 seconds
- Fuel consumption: in town: 37.2 mpg
 - out of town: 62.8 mpg
 - combined: 50.4 mpg
- CO₂: 149 g/km

Both 120 bhp 8 valve and 150 bhp 16 valve versions of Fiat's proven 1.9 litre MultiJet turbodiesel have undergone significant changes to increase performance and bottom end torque, whilst further reducing noise levels and vibration.

The common rail system includes two new control strategies for automatically calibrating and balancing the diesel injection, to lower noise and reduce vibration. Both engines are equipped with electronically controlled, variable geometry Garrett VGT 17 turbochargers for improved power delivery and the generation of high torque

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at low engine speeds. Both units deliver 90% of peak torque between 1750 rpm and 3250 rpm.

With a bore of 82 mm and stroke of 90.4 mm, the 150 bhp 1.9 litre MultiJet unit in the New Bravo boasts an impressive 225 lb ft of torque delivered at just 2000 rpm, allowing acceleration from 0-62 mph in just 9.0 seconds and a top speed of 130 mph, whilst returning a fuel consumption of over 50 mpg in the combined cycle. Delivering 0-62 mph acceleration of 10.5 seconds and a top speed of 120 mph, the 120 bhp 1.9 litre MultiJet unit returns an outstanding 53.3 mpg in the combined cycle.

Fully compliant with Euro 4 emissions requirements, both 150 bhp and 120 bhp powerplants display exceptional environmental credentials. With CO₂ emissions of just 149 g/km and 139 g/km respectively, these sophisticated MultiJet units incorporate an electronic EGR system which cools the recirculating exhaust gases, and a close-coupled, high efficiency catalytic converter.

Transmissions

The 1.9 litre 8-valve 120 bhp MultiJet unit in the New Bravo is mated to a 5-speed manual gearbox. All other engines are mated to 6-speed manual transmissions.

Though they differ in terms of the maximum torque values they can handle, every gearbox in the new Fiat Bravo range shares a dual cable external control that filters engine vibrations transmitted to the gear lever. Gear ratios are 'long', to ensure good fuel economy, whilst the clutch is hydraulic to promote ease of use, efficiency and low operating noise. On MultiJet versions of the new Bravo, the system automatically compensates for clutch plate wear, ensuring a constant clutch pedal loading throughout vehicle life.

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The C514 6-speed manual gearbox mated to the 90 bhp 1.4 litre 16 valve petrol engine in the Fiat Bravo has a 13 kgm torque rating, and benefits from modifications to the gears, synchronisers, lubrication, internal gear control and clutch control to promote quieter operation, light, precise gear lever movement even when cold, weight savings, and exceptional reliability.

8 valve 120 bhp and 16 valve 150 bhp versions of the 1.9 litre MultiJet powered Bravo feature 5- and 6-speed variants of the C530 manual transmission. These gearboxes combine torque transmission thresholds – 26 kgm and 31 kgm respectively – appropriate to high performance diesel engines with ease of use, gearchange accuracy and exceptional quietness.

RIDE AND HANDLING

The new Fiat Bravo employs the proven combination of independent MacPherson strut front suspension and a lightweight torsion beam axle at the rear, to promote outstanding handling precision and maximum ease of driving, allied to optimum road holding and the highest possible comfort standards for driver and passengers.

Allied to a bodyshell of class-leading torsional rigidity, new Bravo features a 20 mm wider track and larger tyres than its predecessor to maximise agility and promote outstanding stability under all conditions. Numerous revisions to both front and rear suspension systems – including modified geometry, re-tuning of springs and dampers, and a new front anti-roll bar – have been designed to minimise the transmission of noise and vibration, whilst further enhancing both cornering balance and ride comfort.

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Front suspension

The New Bravo's front suspension is an independent, MacPherson strut system, which delivers high levels of ride comfort and driving safety, along with exceptional grip and minimal roll.

Key elements to the revised set-up comprise:

- Oversized right-angled lower link geometry, which separates braking and cornering loads for optimum balance under all conditions.
- 'Dual-path' double front strut mounts to enhance structural rigidity, enhance steering precision and minimise road transmitted vibration.
- Pressed sheet metal twin-shell wishbones effecting a significant weight reduction
- A stiffened anti-roll bar with shock absorber anchorage rods for enhanced stability and greater responsiveness during cornering.
- A high rigidity crossbeam with a transverse linking strap close to the front link attachments.
- Rigid upper strut attachment to the bodyshell with increased caster angle, to enhance steering precision, minimise vibration and improve acoustics.
- Dual rate dampers with revised valve units (22 mm diameter on MultiJet versions and 20 mm on 1.4 litre petrol versions), to optimise vibration damping and enhance lateral rigidity for improved roadholding.
- New optimum thrust axis coil springs to minimise internal friction and improve minor road surface imperfection absorption.

Rear suspension

At the rear, the new Fiat Bravo employs a lightweight, torsion beam axle configuration featuring new springs, dampers and bushing. To maximise ride comfort, driveability and handling performance, it benefits from the following features:

- A new, hollow, 40% stiffer anti-roll bar to improve handling precision and roadholding.
- Vertical damper mounting for minimal vibration with improved cabin acoustics.
- Hydraulic axle anchorage bushes, for enhanced longitudinal flexibility under load and greater responsiveness when cornering.

Dualdrive electric power steering

All Bravo versions are equipped with this innovative, speed-sensitive power steering system, which comes with two operating modes and uses an electric motor, rather than a hydraulic pump driven by the engine, which results in a considerable reduction in fuel consumption and transmitted noise.

The system offers a choice of two settings: the first ensures maximum feedback and driver involvement, the second lightens the steering to minimise effort, and is therefore ideal for urban driving and low speed manoeuvring.

Pressing the 'City' button on the fascia activates the latter mode. But, to ensure maximum safety under all driving conditions, both settings offer identical power assistance over 19 mph, thus ensuring a steering wheel response suited to high speed driving.

The new Fiat Bravo has a best-in-class turning circle of 10.4 metres between kerbs and 11.0 metres between walls.

Ends...

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