



70 kWh lithium ion battery

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The most important thing was a price reduction (partially because since April 18, it's eligible for only half of the \$7,500 federal tax credit), but equally interesting was the new LFP-powered, entry-level version.

Before we move to the technical details, let's just note the price changes. The entry-level Select trim level of the Ford Mustang Mach-E is \$3,000 less expensive than before, while the Premium trim level is \$4,000 less expensive. That's a several percent difference.

In the case of the Route 1 trim, the difference is just \$1,000, while the GT versions are \$4,000-\$5,000 less expensive.

However, as we mentioned earlier, since April 18, 2023, all Mach-E versions are eligible only for a \$3,750 federal tax credit, instead of \$7,500. Besides that, the destination charge for all versions increased quite substantially from \$1,500 to \$1,800.

According to Ford, all Standard Range battery versions of the Mustang Mach-E will now be powered by Lithium Iron Phosphate (LFP) lithium-ion battery chemistry (most likely from CATL, which is Ford's battery partner), instead of the NCM-type (pouch cells from LG Energy Solution).

The new battery pack has 72 kilowatt-hours (kWh) of usable battery capacity, compared to 70 kWh in the outgoing NCM type. The total value is not revealed.

With the additional usable capacity of 2 kWh (or 2.9 percent), the EPA Combined range is expected to increase a bit - by 3 miles (or 1%) to 250 miles in the case of the RWD version, and by 2 miles (or 1%) to 226 miles in the case of the AWD version.

A vastly more important improvement brought by the switch to the LFP battery chemistry is the higher peak DC fast charging power, which is now 150 kilowatts (kW), compared to 115 kW previously (35 kW or 30 percent more). The improved charging characteristic is promised to decrease the fast charging time from 10 to 80 percent of state-of-charge (SOC), from 38 minutes to 33 minutes (down 5 minutes or 13 percent).

For reference, the Extended Range battery pack (91 kWh usable capacity) also accepts up to 150 kW of power and requires 45 minutes to recharge in the same 10-80 percent SOC window.

The side effect of the LFP battery type is increased weight (noticeably lower energy density of LFP vs. NCM, when comparing the same capacity). The curb weight of the base versions is now 6-7 percent higher (we guess



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that there might be some smart cell-to-pack system that helped to maximize LFP overall energy density, otherwise, the difference would be even higher). Because of that, the RWD version is now slightly slower than before.

The LFP-powered Mach-E RWD requires 6.3 seconds to accelerate from 0 to 60 miles per hour (mph), compared to 5.8 seconds previously. That's 0.5 seconds (nearly 9 percent) slower.

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