Reaffirmed By Joe Sage

he new 2015 Ford Edge was launched last spring here in Arizona, where we tried it on everything from the volcanic rock twolanes beyond Saguaro Lake to assisted parking in downtown Scottsdale. On that event, we drove the 2.0L EcoBoost Titanium and the 2.7L twinturbo V6 Edge Sport. Late in the year, we spent another week with an identical Titanium Edge.

The 2015 model was a completely new vehicle, familiar though it might appear. Lightweight, highstrength materials were heavily utilized, interior space increased noticeably and a suite of electronic driving technologies continued to expand, with special attention paid to parking assistance and 180-degree camera views front and rear.

Last spring, we noted that Edge Sport has stiffer suspension for its bigger V6. Both trims had Drive and Sport modes. For our highway miles, we took the Titanium AWD in one direction and Sport in the other. Normally we gravitate toward a Sport model, but we had concluded that most drivers will be happy with the engine and suspension in the 2.0-liter EcoBoost four-cylinder models. And with a premium-outfitted Titanium costing less than a Sport model, maybe even happier.

We enjoyed our bonus week with the Edge. It can turn, it can tow, it can tote. Edge can tow 3500 pounds, in the middle of Explorer's 2000-5000 range, while Edge's 34.8-foot turning circle is 4.4 feet tighter than Explorer and tighter than most anything, giving Edge an edge around town.

Ford Edge delivers a particular balance—more nimble than an SUV, more stylish than a van, probably closest to what crossover really should mean. It's a fine machine. The alternatives from Ford are the Explorer or the Flex, which quickly shows you how Edge falls into its own self-defined niche. We've always liked this balance point.

NEW FOR 2016: Ford Edge for 2016 adds adaptive (speed-sensitive) steering, included standard on the Sport model and optional on Titanium.

Pricing for 2016 runs from \$28,700 for the base SE with 2.0L EcoBoost, to \$40,400 for the 2.7L V6 Edge Sport. Our Titanium 2.0L for 2016 starts at \$35,600. With a \$4800 advantage over Sport compared with just a \$900 advantage last year our leaning toward the Titanium model is as strong as ever. We might be tempted to narrow that price gap by adding adaptive steering, but that requires a package, so with its already tight 34.8-foot turning circle, we might not.





SPECIFICATIONS AS TESTED (2015)

ENGINE	2.0L EcoBoost 4-cylinder
HORSEPOWER/TORO	UE245 hp / 275 lb-ft
TRANSMISSION	6-speed SelecShift auto
DRIVETRAIN	AWD
TOW CAPACITY	(w/package) 3500 lb
MPG	(AWD) 20/28/23 hwy/city/comb
SEATING CAPACITY	five
CARGO VOLUME	behind 2nd row: 39.2 cu.ft.
	behind 1st row: 73.4 cu.ft.
	E188.1 in / 112.2 in
TURNING CIRCLE	
BASE PRICE	\$37,595

EQUIPMENT GROUP 302A: Voice activated nav, blind spot monitor, remote start, heated wheel and rear seats, heated/cooled front seats, lane de- parture warning, enhanced park assist, pano sunroof, 180° front camera, rain sensing wipers, inflatable rear seatbelts		
TOTAL WITH PACKAGES/OPTIONS:	\$44,235	
DESTINATION CHARGE:		
TOTAL BEFORE DISCOUNTS:	\$45,130	
GROUP SAVINGS:	(445)	
AWD DISCOUNT:	(500)	

TOTAL

...\$44,185

