

FORD EDGE

By Jim Mc Cauley

Ford has moved upmarket in terms of both size and price with its new Edge SUV. Large vehicles can look bulky and ungainly, but despite its size there is a refined elegance about the Edge which

comfortably nudges it in looks alone into the midst of its premium competitors. And this premium feel continues on the inside.

The new addition is available in a choice of two 2.0 litre 'Duratorq' diesel engines, the more powerful one charged by two turbos and the lower output version by a single turbo. Test choice was the single turbo model which comes with a 6-speed manual gearbox as opposed to the standard automatic provision in the higher output model.

The single turbo model develops 180PS and is no slouch covering the benchmark 0-62mph

sprint in just under 10 seconds with the potential to see a top speed of 124mph. Power delivery is smooth and quietly applied, adding to the executive feel of the car, while the 6-speed manual gearbox offers precise engagement both up and down the 'box.

As the test vehicle was finished in 'Sport' specification it benefited from larger 20-inch wheels and a firmer suspension set-up which gives it good support and a confident poise through corners. It also complements the permanent all-wheel drive system for earlier power application on exiting corners. The 'Sport' also has adaptive steering which provides a more substantial feel on the open road while increasing assistance at lower manoeuvring speeds.

Maintaining a quiet cabin adds to the appeal of the drive and all models come with 'Active Noise Control' as standard in addition to the acoustic side glass. Safety support packages also feature across the range and include 'Active City Stop with Pedestrian Detection', lane departure warning, traffic sign recognition and 'Quickclear'



heated windscreen. The test vehicle also featured front and rear parking sensors with rear view



camera, and for a small premium of £150, 'Active Park Assist' which automatically indicates and steers the vehicle into an appropriate parallel or perpendicular parking space.

For the driver, behind the wheel is familiar Ford, with clearly presented and easy to navigate controls. A steeply rake windscreen gives a sporting touch to the driving position while seats benefit from a wide range of power adjustment. The test vehicle came with the £2,000 optional 'Lux Pack' which included the power seats, hot/cold variable climate front

seats and heated rear seats as well as an openable panoramic glass roof with sunshade.

The Edge is only available as a 5-seater which leaves a cavernous interior for both front and rear seat occupants while a powered tailgate opens to reveal a massive boot of 602 litres with an emergency spare stored underneath.

Overall, the new Ford Edge takes the badge into the prestige SUV sector with a vehicle that can hold its own against the competition in terms of driving experience, quality finish and comprehensive equipment levels.

With regards to economy, the model tested has a given combined fuel consumption of 47.9mpg, while during several days driving on home roads it recorded 33.3mpg, an acceptable 70% of the official figure. A CO2 emissions of 152gms/km puts it in Band G for annual car tax of £185 while it is in Group 26E for insurance purposes.

In top 'Sport' trim with the single turbo diesel engine the model is listed at £34,500 and is covered by Ford's comprehensive 3-year / 60,000 mile warranty with service plans available for additional peace of mind.



(Driven December 2016)