

### Hyundai's hauler

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Everything you wanted to know but were too shocked to ask.

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### Steve McQueen's \$14 million Porsche

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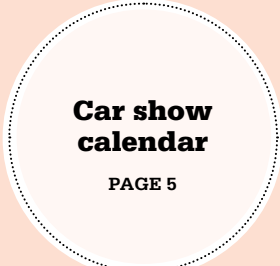


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## TEST DRIVE

# Competitive Edge

## 2017 Ford Edge Sport AWD

DAN LYONS | text  
Special to the Times Union

**E**dge — Ford's five-passenger, midsize crossover — was last redesigned in 2015. The second generation models emerged almost 4 inches longer and slightly (1 inch) narrower than the previous versions. Two years removed from a full re-do, the 2017 edition is substantially unchanged. Four trim levels are available (SE-SEL-Titanium-Sport), with three engines, one transmission and a choice of front or all-wheel drive. Prices range from \$28,950 - \$40,900. My test drive car was a top line Sport AWD, with an as-tested price of \$47,725.

A bigger footprint usually pays dividends inside a vehicle, and that's the case here. Edge 2.0 models have seven cubic feet of storage space more than the previous generation. Cargo capacity ranges from 39.2 - 73.4 cubic feet, depending on how you configure the seats.



**2017 Ford Edge Sport AWD**  
MSRP: \$28,950-\$40,900 · As Tested: \$47,725

That compares favorably with 32.3 - 67.0 in the Nissan Murano, and 36.3 - 68.3 in Jeep Grand Cherokee — two models commonly cross shopped with the Ford. While the space will swallow a generous amount of gear, Edge's second-row seatbacks fold only mostly flat. For some buyers (like dog owners, for instance, looking to put their crate on a level platform) that's a drawback.



**THE EDGE** — Ford's five-passenger, midsize crossover — is longer, wider and larger than the previous generation. The bigger footprint yields benefits in expanded cargo capacity (7 cubic feet more) as well as passenger comfort.

Liftover height in back is reasonable, and there's hidden storage space below deck.

This midsize is well-sized for passenger comfort. Adults can go three wide in row two without complaint. The dash design is centered around the SYNC 3 infotainment system and its 8-inch touchscreen (available in SEL trim and up). Ford's multimedia interface has been constantly evolving and improving. While it takes longer to perform some tasks using the touchscreen than it would with conventional controls, that's true of virtually all touchscreen based interfaces (ah, progress!). SYNC3 is one of the more straight forward of the current crop.

Ford's research says that the majority of buyers value safety technology over infotainment technology.

Edge's wide-ranging option sheet should appeal to tech lovers of all stripes. My Sport model was fitted with the vaguely named Equipment Group 401A (\$3,345). This bundle includes a voice/touchscreen activated navigation system, blind spot information system, remote start, auto-dim mirror, lane-keeping system, heated/cooled front seats, heated rear seats, rain-sensing wipers, enhanced active park assist system and a front 180-degree camera.

The park assist systems help the driver in and out of parallel parking spaces, as well as when backing into a perpendicular parking spot. These systems have value for those who have restrictions limiting their ability to turn their head/neck.

Those who rarely parallel park and hate doing so may

*Continued on page 4s*

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