

### Car show calendar

What will your classic be doing this weekend?

PAGE 3



### Will we run out of F-150s?

What's behind the shutdown of Ford's pickup plants.

PAGE 2



### Holy bidding!

Is the Batmobile up for auction in Saratoga?

PAGE 3



The area's most complete automotive resource and listings.

1,713 vehicles for sale inside — plus more than 7,000 online at timesunion.com/cars

# Automotive

timesunion.com/cars

More moxie for Mazda's MX-5 Miata

PAGE 2

## TEST DRIVE

# Face Time

## 2018 Ford F-150 Limited 4x4 SuperCrew

DAN LYONS | text  
Special to the Times Union

Ford's F-150 lineup for 2018 stretches seven models wide: XL (MSRP \$27,705), XLT (\$33,300), Lariat (\$41,015), Raptor (\$50,115), King Ranch (\$51,930), Platinum (\$54,485) and Limited (\$60,850).

Finished in white platinum metallic and wearing 22-inch rims, my range-topping Platinum Limited SuperCrew 4x4 tester was one big, handsome truck.

Upgrades for this refresh year start with a new look for the front end. A wide, billet-milled grille is bookended by new, "C-Clamp" headlights, and the hood and fender lines have been tweaked for better aerodynamics.

Moving on to the mechanicals, the F-150 engine lineup has changed, with the former, 3.5L V-6 being replaced by a new, 3.3L V-6 as the standard motor. The 3.3 employs both port and direct-injection technology, and is rated at 290



**2018 Ford F-150 Limited 4x4 SuperCrew**  
MSRP: \$ 63,945 · As Tested: \$ 65,735

horsepower and 265 lb.-ft. of torque. The flex-fuel capable six is paired to an electronic, six-speed automatic transmission.

Four other engine options are on the menu, with a fifth waiting in the wings. Here now are a 2.7L EcoBoost V-6 (325 h.p., 400 lb.-ft.), a 3.5L EcoBoost V-6 (available with either 375 h.p., 470 lb.-ft. or 450 h.p., 510 lb.-ft.) and a 5.0L V-8 (395 h.p., 400 lb.-ft.). All of the preceding quartet are connected to a 10-speed automatic transmission, and all engines now include an auto-start/stop feature. A V-6 turbodiesel motor is rumored to be a late model year addition to the option sheet.

My test truck was fitted with the 3.5L EcoBoost engine. EcoBoost is Ford-speak for engines that are turbocharged, with direct fuel injection. The 10-speed automatic transmission does a nice job of distributing the 3.5's abundant power.

Both the six-speed and 10-speed automatics have Select Shift and a tow/haul mode. Particularly when descending a grade and/or when packing or pulling a heavy load, the tow/haul mode helps the driver keep things in line. Electronic sensors in the system iden-



PHOTOS COURTESY OF THE MANUFACTURER  
**THE FORD F-150 LINEUP FOR 2018** encompasses seven different versions, with four engine options ranging from the 2.7L EcoBoost V-6 to a 5.0L V8. The F-150 Limited 4x4 SuperCrew in Platinum trim (above) is the top of the line.

tify the optimum time for downshifting, improving driver control through engine braking.

EPA predicts that the best fuel economy can be had with the standard, 3.3L six (4x2), and the optional, 2.7L EcoBoost V-6 (4x2). Both are estimated to get 22 miles per gallon combined. A 3.5L 4x4 like my test truck is expected to return 17 miles per gallon city/23 highway/19 combined. That compares with the 5.0L's expected 16/22/18 (4x4). My experience with various EcoBoost engines in various Ford products over the years is that the turbo-powered engines frequently exceed expectations for performance, but underachieve when it comes to mileage.

Combined with the Trailer Tow Package (\$895), an

One of my favorite things about the F-150's interior is the door dip.

F-150 with the 3.5L EcoBoost motor can pull up to 13,200 lb. (best in class). That said, most people use most trucks most of the time for straight transportation, with little or no cargo. But, trucks being trucks, they're built to be able to handle heavy loads and still stay stable. As a result, the lighter the load, the stiffer the ride. That's true here, as running with an empty bed, choppy pavement makes things a little jittery in back, while smooth roads make for smooth rides (even with the 22-inch rims). Cornering was stable and predictable, though as you'd expect in a tall, 4x4 truck, not the least bit sporty.

F-150s are available in three cab configurations — regular, SuperCab (with smaller, rear-hinged back

Continued on page 2

# GO AHEAD. OPEN IT UP.



The Times Union Auto section indulges your need for all things fast and furious.

timesunion.com/cars

TIMES UNION