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TEST DRIVE

Sedan Plan

2018 Ford Fusion V6 Sport

DAN LYONS | text
Special to the Times Union

Ford's recent corporate statements suggest a shift in what their product line will look like in the future (more crossovers, less cars).

We shall see what will be, but for buyers looking for their next new car, the future is now. And as of now, in the competitive midsize sedan segment, perennially popular picks include the Honda Accord, Toyota Camry and this week's test drive car, the Ford Fusion.

Fusion carries over for model year 2018 substantially unchanged from last year. Five trim levels are available: S, SE Titanium, Sport and Platinum, with prices ranging from an MSRP of \$22,215 - \$36,900. Hybrid powered models are also available (MSRP: \$25,390 - \$37,370 as is a plug-in hybrid (called "Energi," MSRP: \$31,400 - \$39,400).

My test drive car was a V6 Sport model with a sticker price of \$41,455. That's about as loaded as you can get

2018 Ford Fusion V6 Sport
MSRP: \$33,750 · As Tested: \$41,455

when it comes to Fusion, and the upgrades start under the hood. The turbocharged, direct injected 2.7L V6 is rated at 325 h.p. and 380 lb.-ft. of torque. EPA fuel economy estimates aren't stellar (17/26/20), but this is the luxury sport extreme of the Fusion lineup. If you're more mileage minded, the hybrids check in considerably higher (see below), with the other powertrains slotting in between. Unsurprisingly, the EcoBoost V6 engine is both quick and smooth. A comfortable excess



FORD FUSION is the American maker's midsize sedan, which carries over from 2017 largely unchanged, and is offered in five trim levels. The V6 Sport model is powered by a turbocharged, direct injected 2.7L rated at 325 h.p.

of power always adds an upscale feel to any automobile. All-wheel-drive is especially desirable in cars, because their lower center of gravity lends itself to making the most out of the four-wheel powered grip. This Fusion isn't an out and out sport sedan, but it does feel agile and confident when cornering. And come next winter, when the emphasis shifts from handling to traction, AWD will be a confidence booster.

Beyond the top shelf V6, Fusion's other available engine options start with the 2.5-liter four-cylinder. Standard on S and SE, the 2.5L generates 175 h.p. and 175 lb.-ft. of torque, and EPA estimates that it will return 21 mpg's city, 32 highway. Titanium and Platinum trims step up to a 2.0-liter four-cylinder

engine. The turbocharged 2.0 checks in with 240 horsepower and 270 lb.-ft. of torque. EPA predicts 21/31 (FWD), 20/29 (AWD). The other two propulsion options are a hybrid and a plug-in hybrid. The former features a 2.0L Atkinson cycle four-cylinder gas engine, combined with an electric motor.

Regenerative braking feeds the battery pack that powers the motor. A Continuously Variable Transmission helps transfers the power to the pavement. Total system horsepower is 188, and fuel economy is impressive (43/41/42). The plug-in hybrid pairs the same, 2.0L Atkinson cycle, gas four with a lithium-ion battery pack that will allow up to 21 miles of all-electric driving on a single charge.

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Though they're fairly well equipped, even V6 Sport models have an option list.



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La meccanica delle emozioni



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