

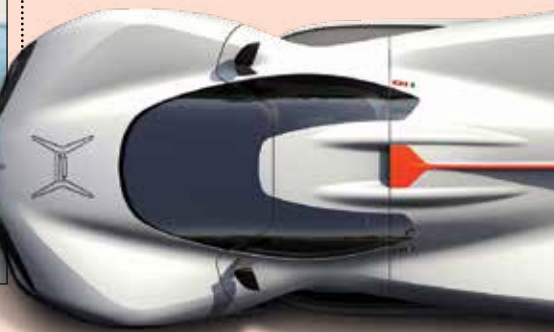
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TEST DRIVE

## Edge, Sharpened

### 2019 Ford Edge

DAN LYONS | text  
Special to the Times Union

It's year four of generation two for Edge. Ford's five passenger midsize crossover marks model year 2019 with a consolidation of engines, the debut of a new transmission and expanded, standard safety technology.

Four trim levels are available (SE, SEL, Titanium, and ST (formerly Sport), with two engines (nee three) and a choice of front- or all-wheel-drive (AWD standard on ST). Prices range from \$29,995 - \$42,355.

A new eight-speed automatic transmission replaces the former six-speed unit. Motorwise, the top ST model gets a 2.7L twin turbo EcoBoost V-6, rated at 335 horsepower and 380 lb.-ft. of torque. That's plus 20 and 30, respectively, compared to the motor in the outgoing Sport, and it's estimated to return 19 mpg's city, 26 highway. The 2.0L EcoBoost four-cylinder carries

**2019 Ford Edge**  
MSRP: \$29,995-\$42,355

over as the sole engine for the rest of the Edge lineup. Horsepower is up a hair over last year (now 250, formerly 245) and torque output remains the same, at 275 lb.-ft. The EcoBoost four is relatively quiet and smooth and offers decent acceleration (my guess would be low 8-second range from 0-60 mph). But, if you want a little more oomph than that, the only option is to move up to the 335 h.p. ST. The former mid-level motor option (280 h.p. 3.5L V-6), is no longer on the table.

Equipped with the Class II trailer tow package with sway control (standard on ST, \$435 on SEL and Titanium), Edge can tow up to 3,500 lb. Auto Stop/Start is now standard on all models, and EPA fuel economy estimates are 22/29/25 for a FWD Edge with the 2.0L EcoBoost four; 21/28/23 for AWD. The numbers are up one mpg compared to the previous AWD model. My test drive was split 50/50 city/highway, and I averaged 20 miles per gallon.

Edge has a smooth, trip-worthy ride quality, and it handles competently. AWD — standard on ST — is a \$1,995 upcharge over FWD on all other trims, and a solid choice for northeast drivers. The added traction is a confidence booster for winter travel.



**THE EDGE** is Ford's midsize crossover, offered for 2019 in four trim levels and two engine choices: A 2.0L EcoBoost four-cylinder (250 hp) and the top ST trim's 2.7L twin turbo EcoBoost V-6 (335 hp). All-wheel-drive is available.

Parked midway between Escape and Explorer in the Ford lineup, Edge is about 10 inches shorter than the latter, 10 inches longer than the former. Ford eschews a third row option here in favor of a two row design that optimizes space for five passengers and their cargo.

Speaking of stuff, these second generation Edges have seven cubic feet of storage space more than the previous versions. Cargo capacity ranges from 39.2 - 73.4 cubic feet, depending on how you configure the seats. That's generously sized among the best in this segment — and hindered only by the fact that the second row seatbacks, fold to a mostly (but not fully) flat load floor. Lift over height in back is reasonable for loading. Six-footers can (just) fit behind

like size front row passengers.

Four years into its design cycle, Edge isn't leading edge, in terms of interior design, but it's a functional and well-constructed cabin. The biggest news inside for 2019 is the revamped center console layout, which incorporates a rotary shifter. I've seen a lot of non-traditional designs for shifters recently, and knurled knobs like these make the most sense. Defined click stops make it easy to hear and feel the change in gears.

Also part of the console redo are the addition of a couple of storage bins, and slots for your cell phones. Here too is where you'll find a wireless charging pad for phones (standard on Titanium; optional on SE and SEL).

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*Continued on page 2*

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