



2009 ESCAPE



A new powertrain lineup, with a more powerful and fuel-efficient 2.5-liter I-4 engine and a new 6-speed automatic transmission, lead the list of enhancements for the 2009 Ford Escape.

“The introduction of the 6-speed is a big enhancement for Escape,” said Ron Razzano, Escape vehicle engineering manager. “A taller top gear reduces engine speed while cruising and shifting at lower rpms in each gear help make the new 6-speed 4 to 6 percent more fuel efficient than the 4-speed it replaces.”

The new 171-hp, 2.5-liter 4-cylinder engine with intake variable cam timing (i-VCT) offers enhanced fuel economy and performance. The new engine gains 2 mpg in highway fuel economy when equipped with the new 6-speed transmission.

The 2.5-liter engine also offers an 11 percent increase in power output versus the 2.3 liter (153 hp). This gives Ford Escape a 1.7-second improvement in 0-60 acceleration.

Sustainable comfort in the form of soy-based foam seats keeps Escape's seats earth-friendly. Soy-based foam is used in the seats that substitutes for petroleum-based products to conserve limited resources and reduce CO₂ emissions. Earth-friendly seat fabrics made from post-industrial 100 percent recycled materials are also offered.

Earth-friendly and high-end amenities go hand-in-hand on the 2009 Escape. Features such as SYNC, SIRIUS® Satellite Radio and voice-activated navigation with SIRIUS Travel Link™ help keep customers connected, even while they are on the road.

LOOK FOR IN 2009

- 2.5-liter I-4 engine, 6-speed automatic
- 3.0-liter V-6 engine, 6-speed automatic
- Easy Fuel™ capless refueling
- Available ambient lighting
- Standard cruise control
- Available 16-inch Michelin Latitude Tour tires



VITAL STATISTICS

Production location: Kansas City Assembly Plant

Powertrain: Duratec 2.5-liter I-4, 171 hp @ 6,000 rpm, 171 lb-ft torque @ 4,500 rpm
Duratec 3.0-liter V-6, 240 hp @ 6,550 rpm, 223 lb-ft torque @ 4,300 rpm

Safety/Standard: AdvanceTrac® with RSC®, Safety Canopy™, Personal Safety System™, Tire Pressure Monitoring System, LATCH

Series: XLS, XLT, Limited

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Beyond the major technology upgrades, the 2009 Escape development team focused on key details to help each full tank go farther.

One such detail is the new low-rolling-resistance tires, developed in cooperation with Michelin. The 16-inch Michelin Latitude Tour design features a unique mold design, reduced weight and a new-generation tread optimized for reduced fuel consumption.

A redesigned front bumper spoiler and new rear tire spoiler are aerodynamic refinements to help account for increased fuel efficiency, the first such application on a Ford SUV.

Additionally, Electric Power Assist Steering (EPAS) replaces the traditional hydraulic power steering pump. Because it only operates when required for steering assistance, it contributes to lower fuel consumption than the hydraulic pump, which operates constantly during engine operation.





Better MPG & More Powerful Powertrain



Under the hood of the 2009 Ford Escape are new engine and transmission technologies that not only boost mpg, but also deliver more performance. The best of both worlds!

The Escape's new 2.5-liter I-4 cylinder engine with intake variable cam timing (i-VCT) is responsible for much of the enhanced fuel economy and performance. The i-VCT technology optimizes valve timing to deliver increased power and improved fuel efficiency. That's why the new engine with i-VCT boasts an 11 percent increase in horsepower and a 1.7-second improvement in 0-60 mph acceleration.

This new powertrain gives the 2009 Escape a gas mileage increase of 2 mile per gallon in highway driving when it's paired with Ford's new transmission. The new 6-speeds replace less efficient 4- and 5-speed gearboxes to boost mpg, provide better performance and smoother acceleration.

But Ford engineers didn't stop there. They also refined the Escape's aerodynamics and utilized new low-rolling-resistance tires to make it even more gas stingy and produce a quieter, more refined ride and cabin experience.

These advancements help make each tank of your 2009 Escape take you further while making your driving experience even more enjoyable.



Drive one.

Ford's commitment to research and innovation is about real-world solutions that make our vehicles safer, cleaner, smarter and more reliable. For more info visit forddriveone.com.



Roll Stability Control: Element of Calm

Stability during unstable conditions. That's what you get with Ford's industry-leading AdvanceTrac® with Roll Stability Control™ (RSC®) system that helps keep all four wheels on the ground.

- Over 100 times per second, the RSC advanced motion sensors analyze every angle of the vehicle's tire and body position and monitor the vehicle's roll stability condition.
- If your vehicle approaches a rollover situation, RSC takes action to help prevent it. When wheel slip is sensed, the AdvanceTrac system reduces engine torque and applies the brakes to help keep all four wheels on the road.

Ford is the first automaker to develop and patent a roll stability control system with a roll sensor that helps keep you in control.



Hassle Free Fill-Ups!

No dangling gas cap.
No gas smell on your hands.

That's what you get with Ford's exclusive smart feature called the Easy Fuel™ capless fuel-filler system that eliminates the gas tank screw cap for trouble-free fill-ups.



When the gas nozzle is inserted into Easy Fuel, it opens the spring-loaded flapper door to allow fueling. When you remove the nozzle, Easy Fuel automatically seals shut.

Besides hassle free fill-ups, Easy Fuel also reduces gas vapors that can create smog. Because Easy Fuel has proven so popular, Ford will offer it on its entire product line over the next several years.



Quieting the Wind

The 2009 Escape is the quietest Escape ever – thanks to Ford's innovative technologies that dramatically reduce wind and interior noise. Here's how:

- Extensive wind tunnel testing during the vehicle's development detected and helped correct abnormal cabin noise.
- An acoustic windshield cuts cabin noise levels.
- Sound-deadening material in the doors, headliner and pillars significantly minimizes engine and road noise.