



Quieter Escape

Engineers scoured every inch of the all-new Ford Escape to keep the small sport utility vehicle as quiet as possible for customers. Here's a look at what, how and where they did it:



Drive quality.

Stiffer body

Overall body structure stiffness increases 20 percent to help reduce interior road-noise levels. One implementation example includes structural adhesive sandwiched between the layers of the rear quarter panels.

Let in sun, not noise

New panorama Vista Roof™ system with fabric mesh deflector provides quieter performance with the roof open.

Quieter mirrors

Exterior mirrors are aero-acoustically optimized to decrease cabin noise levels, both with windows closed and open. Improved mirror sealing through use of advanced gasket material technology helps lower noise levels around the vehicle's A-pillar while cruising at highway speeds.

Foam baffles

Expandable foam baffles in the A-, B-, C- and D-pillars and front fenders help keep out unwanted road and powertrain noise.

Upgraded chassis components

Newly designed and developed mass dampers strategically placed crucial suspension components help reduce noise inside the cabin. Other key chassis component improvements, such as stiffer front and rear subframes, decrease vibration and harshness that can be heard and felt by the driver.

Door, window sealing

An additional level of door system sealing around the body side's perimeter along with an enhanced design window sealing system help eliminate wind leak.

Sound absorption

Extensive sound package treatments used in carpet, dash panel and interior trim panels reduce transmission of sound into the passenger compartment—resulting in reduced levels of interior noise.

