

Quicker

Our second Mach-E - by Joe Sage

This is almost a repeat of a new Mustang Mach-E EV we had last winter. But not quite. That one was a mid-level Premium trim (about \$50 grand with optional Extended Range and AWD added). This is an almost-range-topping GT (about \$60 grand, with Extended Range and AWD both included standard).

It's the GT's performance boost that had us trying both versions. Same day, back-to-back would give the best comparison, though it had only been eight quick months between them.

Much about the Mach-E remains the same this time around. Ford granted their new EV SUV immediate badge stature by making it an at-first-unlikely member of the Mustang fami-

ly. Despite some brand traditionalist angst, it has worked well as a marketing plan overall, making the Mach-E equal parts familiar and exotically new. It turns heads everywhere.

Using the Mustang name also drove their obligation to develop it as a well-spec'd modern EV, with power, speed and precision.

The matrix of build possibilities is complex, especially for a relatively low-volume vehicle (see info at lower right), though there is much commonality. While in a gasoline performance build, a big V8 would add weight, change balance and spur modified suspension and bigger brakes—bringing their own changes in performance and personality—these are the same (or in the case of motor and battery weight, very close) across the Mach-E lineup.

Batteries are the same 376-cell structure, though here bumped from 88 to 91 kWh, while

motor statistics are not given. The difference is seen in a zero-to-60 time of 4.8 seconds for the Premium (346 hp, 428 lb-ft), moving to 3.8 seconds in the GT (480 hp, 600 lb-ft).

The Mach-E GT delivers the same seamless acceleration, road-hugging posture and maneuverability. Steering and braking are very precise, always true to your input.

And it is indeed quick. When you hit the pedal, it can throw you back in the seat every time. We probably sold at least one to one other driver on every freeway ramp. All this power is a great showoff feature—at times a bit much, which only you can decide whether you want all the time, even around town.

The vehicle has a one-pedal mode, though it takes a deep screen dive to activate, and (perhaps because of its power) we found we couldn't always count on a full stop in time.



Nitpicks noted are as on the prior Mach-E—a high level of screen dependency (much requiring very long touches on black glass in our climate), small AC vents, power-dependent flush door handles that can be too clever by half—all things we suggest you spend a little of your shopping time really trying out.

While it would seem that Job One is to reinforce Mustang bloodlines on the Mach-E, the GT version—though the taillights, spoiler lip and roofline remain very Mustang-like—surprises us by eliminating the deep brand equity of a running horse badge in the rear, replacing it with simply a “GT” nameplate.

Front styling becomes more Mustang-like on the GT, however, by virtue of a grille-mimicking gloss black panel (with running horse).

If \$10 grand more seems like a lot to knock one second off your zero-to-60 time, consider that for another \$5 grand, there is one more model, the GT Performance Edition (same horses, but 634 lb-ft of torque), which knocks this down by another three-tenths of a second, to 3.5. In a nutshell, it all comes down to the usual: if ya gotta have it, ya gotta have it.

With very limited availability, some pricing at right has only been estimated. If you're interested in one, you'd best dive right in. ■



SPECIFICATIONS

ASSEMBLY	.....Cuautitlán Izcalli, Mexico
BUILD	.....unitized mixed metal/composite
DOORS / SEATS	.....four / five
BATTERY	.....Extended Range 91 kWh; 376 Li Ion cells
PEAK POWER/TORQUE	.....480 hp / 600 lb-ft
DRIVETRAIN	.....eAWD
ZERO-TO-60	.....3.8 seconds
SUSPENSION	.....F: indep MacPherson strut, hollow stblzr bar; R: indep multilink, hollow stblzr bar
STEERING	.....electric assist
BRAKES	.....F: 362mm vented, 4-piston fixed; R: 316mm solid, 1-piston sliding
WHEELS	.....20-in machined-face alum w high gloss black painted pockets, aero cover
TIRES	.....245/45R20 all-season
LENGTH / WHEELBASE	.....186.7 / 117.5 in
GROUND CLEARANCE	.....na
TURNING CIRCLE	.....39.7 ft
HEADROOM (F/R)	.....38.9 / 38.2 in
LEGROOM (F/R)	.....43.3 / 38.1 in
CARGO CAPACITY	.....29.7 / 59.7 cu.ft + FRUNK CAPACITY .....4.7 cu.ft
WEIGHT	.....4962 lb
RANGE	.....270 mi
MPGe	.....90/77/84 (city/hwy/comb)
BASE PRICE (2021)	.....\$59,900
PAINT: Star White Metallic Tri-coat	.....600
BLACK PAINTED ROOF	.....385
COMFORT/TECHNOLOGY PKG: Co-Pilot360 Active 2.0, BlueCruise, 360-degree camera	.....1900
DESTINATION CHARGE	.....1100
TOTAL (2021)	.....\$63,885

2022 MUSTANG MACH-E LINEUP

- Note: 2021 pricing for our sample above.
- The vehicle has been supply-chain limited and is sold out for new orders, though dealers have some inventory, mostly of Select RWD and GT (eAWD).
- 2022 pricing is shown here if given, or calculated guesstimate per last year's differentials, if not given:

	RWD	eAWD
Select	.....STD RANGE.....\$43,895.....est 45,995	
Premium	.....STD RANGE.....48,775.....est 51,475	
	.....EXT RANGE.....no info.....no info	
California Route 1		
	.....EXT RANGE.....52,450.....est 55,050	
GT	.....EXT RANGE.....	▼ 61,995
GT Performance Edition (ER)	.....	est 66,995

RANGE / DRIVETRAIN / POWER:
Select
70kWh STANDARD RANGE ONLY: RWD or eAWD
POWER.....(RWD or eAWD) 268 hp
TORQUE.....(RWD) 317 / (eAWD) 428 lb-ft
ZERO-TO-60.....(RWD) 5.8 / (eAWD) 5.2 sec
RANGE.....(RWD) 247 / (eAWD) 224 miles
Premium
70kWh STD or 91kWh EXT RANGE: RWD or eAWD
POWER.....266, 290 or 346 hp - depending on build
TORQUE.....317 or 428 lb-ft
ZERO-TO-60.....4.8, 5.2, 5.8 or 6.1 sec
RANGE.....224, 247, 277 or 303 miles
California Route 1
91kWh EXTENDED RANGE ONLY: RWD or eAWD
POWER.....RWD 290 / eAWD 346 hp
TORQUE.....RWD 317 / eAWD 428 lb-ft
ZERO-TO-60.....RWD 6.1 / eAWD 4.8 sec
RANGE.....RWD 314 / eAWD 312 miles
GT and GT Performance Edition
91kWh EXTENDED RANGE ONLY: eAWD ONLY
POWER.....480 hp
TORQUE.....600 / Performance Edition 634 lb-ft
ZERO-TO-60.....3.8 / Performance Edition 3.5 sec
RANGE.....270 / Performance Edition 260 miles