Ford torus

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The Ford Taurus is an automobile that was manufactured by the Ford Motor Company in the United States from the to model years. Introduced in late for the model year, six generations were produced over 34 years; a brief hiatus was undertaken between and From the to model years, the Taurus was sold alongside its near-twin, the Mercury Sable ; four generations of the high-performance Ford Taurus SHO were produced â€"; â€" The Taurus also served as the basis for the first-ever front-wheel drive Lincoln Continental â€" The original Taurus was a milestone for Ford and the entire American automotive industry , being the first automobile at Ford designed and manufactured using the statistical process control ideas brought to Ford by W. Edwards Deming , a prominent statistician consulted by Ford to bring a "culture of quality" to the enterprise. The Taurus had an influential design that brought many new features and innovations to the marketplace. In the late s and early s, sales of the Taurus declined as it lost market share to Japanese midsize sedans and as Ford shifted resources towards developing SUVs. The Taurus was withdrawn after the model year, with production ending on October 27, From to , the Taurus was a mid-size car, offering front-wheel drive. Initially built on the DN5 platform renamed the DN platform in and the D platform in , the Taurus became a full-size car in , adopting the Volvo-derived D3 platform , offering front or all-wheel drive. The Taurus was produced as a four-door sedan through its entire production, with a five-door hatchback station wagon offered from to All six generations of the Taurus were assembled by Chicago Assembly. The Taurus was the first car resulting from introduction of a new quality culture at Ford. Peterson initiated a new "team" approach to the design and manufacture of automobiles at Ford, that eventually resulted in the creation of the Ford Taurus. Edwards Deming to help jump-start a quality movement at Ford. Based on Deming's advice, Ford management was charged with primary responsibility for automobile quality. Ford also adopted a quality culture employing statistical process control across all aspects of automobile design and manufacture. The Ford Taurus was the first Ford model resulting from this statistical approach to manufacture. In a letter to Autoweek, Donald Petersen, then Ford chairman, said, "We are moving toward building a quality culture at Ford and the many changes that have been taking place here have their roots directly in Deming's teachings. This emphasis on quality was used heavily in marketing of the Ford Taurus. The first-generation Taurus was launched in as a model to strong fanfare and sales, replacing the slow-selling mid-size Ford LTD. The release of the Ford Taurus was one of the most anticipated ever, mostly because it was a first in car design and also the start of new quality standards for Ford. At the time of the Taurus's debut, Ford had been producing mainly rear-wheel drive cars, and Chrysler and General Motors were offering more front-wheel drive vehicles up to midrange including the Chrysler K platform and A-body Chevrolet Celebrity. With the introduction of the Escort and Tempo , Ford was making a transition to front-wheel drive. The Taurus displayed a rounder shape than its contemporaries, often likened to a ' jelly bean ' or 'flying potato', [17] inspired by the design of the Audi and Ford's European sedan, the Ford Sierra , an updated appearance of a styling approach used in the late s to early s called " ponton " styling. The aerodynamic design of the Taurus made the car more fuel efficient, allowing Ford to meet more stringent corporate average fuel economy CAFE standard applied by the United States government. The first generation was available with either a V6 or an inline four-cylinder engine and came with either a manual MT-5 [18] [19] or automatic transmission. The Taurus's twin, the Mercury Sable , has never offered a manual transmission in either of its incarnations. Like its exterior, the Taurus's interior was ahead of its time, and many features originating from it are still used in most cars today. The left side of the dash curves slightly around the driver to make controls easily accessible, as well as creating a "cockpit" feel. The interior of the Taurus was customizable to fit buyers' needs, with a large number of options and three different configurations. This means that the interior of the Taurus can be spartan or luxurious, depending on the buyer's choice of options. On models with an automatic transmission, the Taurus's interior was available in three different seating configurations. The most basic model, the L see below , came standard, with just an AM radio and a front cloth bench seat, while the LX, the more luxurious model, came with a greater number of features as standard equipment. The Taurus was well received by both the public and the press. It won many awards, most notably being named to the Car and Driver Ten Best List and becoming the Motor Trend Car of the Year [21] Over , of the Taurus were sold during the model year and the millionth Taurus was sold during the model year. The Ford Taurus received its first redesign in late for the model year. Still based on the same chassis, every exterior body panel with the exception of the doors was restyled. In spite of the extensive changes, few modifications were made to the successful styling; in the marketplace, the redesign was largely released as a mid-cycle facelift. The Taurus SHO made its return, with an automatic transmission option joining the manual transmission. The interior was also completely redesigned for As part of the redesign, the Ford Taurus gained a passenger-side

airbag as an option, which became standard in on models, becoming the first mid-size sedan sold in the United States with standard dual airbags. The second generation sold just as well as the first, becoming the best-selling car in the United States , a title it would retain for as long as this generation was sold. For the model year, Ford debuted the third generation of the Ford Taurus. Although not completely new, the chassis was heavily upgraded, becoming the DN generation. In a break from the familiar styling of the previous two generations that chief designer Jack Telnack had likened to a "pair of slippers" , [25] Ford had sought to again make the Taurus stand out for buyers of mid-size sedans, giving the vehicle a much more extensive restyling than its predecessor. Moving away from straight lines, the Taurus sought to include rounded lines, moving past the cab-forward design of the Chrysler LH sedans. Alongside the Ford Blue Oval emblem itself, the Taurus repeated the shape several places in its exterior; [11] [26] in a controversial design element, the rear window of the Taurus was oval, as were the side windows of the Mercury Sable. The interior saw a complete redesign. To simplify production, all versions of the Taurus were fitted with bucket seats; six-passenger versions were fitted with a flip-forward center seat cushion also meant for use as a center console; five-passenger versions were fitted with a floor shifter and center console. Reaction to the third-generation Ford Taurus was mixed; Ford found that customers disliked the oval-shaped exterior. For , the Ford Taurus stayed the best-selling car in the United States. At the time, percent of all Taurus sales for went to rental fleets, in contrast to the Honda Accord and Toyota Camry , of which most sales were to private customers through retail outlets. The Taurus became the first four-door sedan to be approved for competition. The Taurus received another redesign for , which replaced many of the oval-derived design elements of the previous model with sharper creases and corners, an aspect of Ford's New Edge styling language. To reduce the car's price and keep it competitive, Ford reduced costs on the car in , such as giving the Taurus sedan rear drum brakes on ABS equipped vehicles previously, upgrading to ABS included the addition of rear disc brakes , eliminating the dual exhaust on the higher end models, and trimming many other small features. Ford designed the fourth generation with more conservative styling. Instead of sloping back, the car's trunk stood upright, increasing trunk space by another two cubic feet. The interior was also redesigned with features from the previous Taurus generations were carried over. The dashboard was given a squarer design. The "integrated control panel" concept was carried over but redesigned, with a bigger, squarer shape, and it was placed in the center of the dash instead of being angled toward the driver. The flip-fold center console was also carried over from the previous generation, although it was revised as well. When folded out, it now rested against the floor instead of the dashboard, and had reworked cup holders and storage areas. During its fourth generation, the Taurus saw a significant sales slump compared to its predecessors. Production ended on October 27, , as Ford idled the Atlanta plant, as part of its " The Way Forward " restructuring plan. The last Ford Taurus rolled off the assembly line around am, [35] destined for delivery to S. Truett Cathy , owner of Chick-fil-A. Cathy's original restaurant was located across from the Ford Atlanta plant. There was no official event or function of any kind to mark the end of production. Alan Mulally, [38]. The discontinuation of the Taurus sparked debate given its once-strong position in the market and Ford's well-publicized financial problems at the time. Analysts, customers and some interviewed Ford employees criticized the company for failing to invest in the car and keep it competitive, instead focusing all of its resources on developing and marketing trucks and SUVs. Newly-hired Ford CEO Alan Mulally expressed similar opinions, telling the Associated Press the decision "perplexed" him when he learned about it; he recalled asking subordinates, "How can it go away? It's the best selling car in America! They wanted us to keep improving it. Partially blaming the Five Hundred's struggles on its name, Mulally decided that the revised vehicle should be marketed as the Taurus, the name he believed the Five Hundred sedan should have used from the beginning [38] as he believed Ford was better off continuing to use its older nameplates that maintained decent brand equity rather than trying to build up new ones. The fifth generation 5G Taurus entered production in as a model and was developed directly from the Ford Five Hundred , chiefly with a mild exterior facelift and revised engine and transmission. Ford designated the model as the Taurus, after the demise of the concurrently marketed fourth generation 4G Taurus and to take advantage of its customer recognition and dealer demand. It was determined that Ford's strategy to redesignate new cars in the lineup with new names beginning with the letter F , as in Ford Focus , Ford Fusion , and Ford Freestyle , was not a good marketing move, as some of the renamed cars had highly recognizable iconic names. Car buyers in the U. The five-star rating given to the Taurus and the Sable is the highest safety rating being given by the government agency. It was also the first Ford of America model to come as standard with side airbags. The Ford scored well in test drives and the media was pleased with some of the new features available in the Ford Taurus. However, others criticized

the lack of interior room and reduced sight lines despite its full-sized exterior, [55] and Edmunds noted that the eighth-generation Honda Accord which competes in the mid-size category had superior driving dynamics and a more efficient design and offered almost as much interior space as the Taurus despite considerably smaller external dimensions. There was also an available performance package which included upgraded brake pads, a 3. Options from the Driver Assist option group, however, are unavailable simultaneously with the Performance Package. However, enthusiasts of the SHO have found the vehicle to be extremely compliant to power enhancing modifications; in many cases, with nothing more than a tune. The highest power 4th generation SHO 6th gen Taurus currently stands at over horsepower at the wheels. A stock SHO typically produces around wheel horsepower. First revealed at the New York Auto Show , the Taurus received a mid-cycle refresh for the model year. The body featured a new front fascia and slightly updated rear fascia with LED tail lamps, as well as all-new wheel options. The SHO model featured revised styling elements. Refinements were made to the 3. Power in the 3. There was a new engine option for non-SHO models, a 2. All models received upgrades to the steering and braking systems to improve driveability, including standard Torque Vectoring and curve control improving tracking at higher speeds. Updates to the instrument dials were added, which were fully digital, clearer, and more colorful. MyFord Touch was added as part of Taurus's Sync system. This was in response to a shift in perceived consumer demand towards SUVs and pickup trucks, and away from sedans. Serving as the flagship of the Changan Ford joint venture, the Taurus is an extended-wheelbase variant of the Ford Fusion Mondeo , differing primarily in its 3. Manufactured since November , Changan Ford produces its version of the Taurus in its Hangzhou facility. Produced solely for the Chinese market , there are currently no considerations towards export of the model line. The standard engine is a 2. From Wikipedia, the free encyclopedia. Not to be confused with Ford Taunus. This article is about the North American car. For the Chinese version produced since , see Ford Taurus China. Motor vehicle. Main article: Ford Taurus first generation. Main article: Ford Taurus second generation. Main article: Ford Taurus third generation. Main article: Ford Taurus fourth generation. How can it go away? It's the best selling car in America. Main article: Ford Taurus fifth generation. Main article: Ford Taurus sixth generation. Main article: Ford Taurus China. Fox News. October 27, Archived from the original on October 31, Retrieved October 27, February 7, Archived from the original on March 6, Retrieved February 7, Archived from the original on May 4, Taurus Car Club of America. Retrieved September 25, Archived from the original on October 15, Retrieved April 4, Ford Trucks. July 21, Archived from the original on June 15, Retrieved May 29, Detroit News. Archived from the original on July 30, Retrieved May 16, The Deming Management Method. Penguin Group. Retrieved June 29, The Morning Call. Ford Encyclopedia. Taurus Car Club of America, Inc. January 11, These options were also extended to the Sable and, beginning in MY , the Lincoln Continental as well. However, models available with a manual transmission were only available in one configuration: bucket seats with a center console and floor-mounted shifter. Motor Trend February : 23â€" Retrieved September 12, Retrieved April 5, The Detroit News : 1Câ€"2C. October 30, Retrieved February 25, Chicago Sun-Times. Encyclopedia of American Cars. Publications International. Archived from the original on March 25, Retrieved October 7, Consumer Guide. 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Archived from the original PDF on April 30, November 17, January 3, Archived from the original on February 12, January 5, Archived from the original PDF on February 6, Retrieved May 14, Archived from the original on August 26, January 4, Archived from the original on September 2, Archived from the original PDF on January 31, Retrieved January 4, Sales Gains in " PDF. Archived from the original PDF on January 23, Retrieved January 3, Retrieved January 6, Ford Taurus. First-generation â€" Second-generation â€" Third-generation â€" Fourth-generation â€" Fifth-generation â€" Sixth-generation â€" Seventh-generation â€"present, China. HSC 2. Category Commons. Ford vehicles. E-Series Cutaway F F Authority control LCCN : sh Categories : Ford Taurus Mid-size cars Full-size vehicles Sedans Station wagons s cars s cars s cars s cars All-wheel-drive vehicles Front-wheel-drive vehicles Flexible-fuel vehicles Motor vehicles manufactured in the

United States Cars introduced in Hidden categories: Webarchive template wayback links All articles with dead external links Articles with dead external links from January Articles with permanently dead external links Articles with short description Short description matches Wikidata Use mdy dates from January Short description is different from Wikidata Commons category link is on Wikidata Wikipedia articles with LCCN identifiers. Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Wikimedia Commons. Mid-size car â€" E-segment Full-size car E-segment â€" Ford LTD for mid-size. Wikimedia Commons has media related to Ford Taurus. LTD Crown Victoria. Crown Victoria. Country Squire. Personal luxury. Sport compact. Escort ZX2. Fiesta ST. Focus ST. Focus RS. Sports car. LCCN : sh The Taurus is one of the better-known nameplates in the car business. Alas, much of that renown comes from past deeds instead of present success. This generation Ford Taurus, which the model represents, dates back a decade. It hasn't received many updates either, other than a face-lift in and the adoption of the Sync 3 infotainment interface in To its credit, the Taurus remains compelling for a few reasons. The ride is very comfortable, even in the high-octane SHO version, which features larger wheels and a sport-tuned suspension. We also like certain aspects of the interior, with high-quality materials, a quiet ride, and easy entry and exit. The Sync 3 system is another highlight. We think it's one of the most intuitive user interfaces on the market. However, the Taurus has numerous drawbacks, adding up to a car that is not suited for everyone. The cabin feels unusually tight for such a large vehicle, especially in the back seat. The tall rear bench and short roof reduce headroom, and there's not much legroom either. Even in its lowest position, the driver sits unusually high and looks down at the dashboard or out the window. Ford's decision to remove features â€" the power-adjustable steering wheel and power rear sunshade have been nixed for â€" is perplexing as the car ages and naturally loses ground to newer large sedan competitors. The Ford Taurus isn't a bad car, but nearly every one of its rivals is newer and more competent. The redesigned Toyota Avalon and recently refreshed Kia Cadenza are comfortable cruisers that offer more room, while the Dodge Charger remains a good choice if you want some muscle-car flair. The Ford Taurus is a five-passenger large sedan sold in four trim levels. The base SE is modestly equipped, which is why buyers looking for 21st-century tech should strongly consider the next-level SEL. It counts rear parking sensors, dual-zone climate control and puddle lamps among its upgrades. The Limited is significantly more expensive since it comes with items that are optional for the SEL, plus additional luxury features. The SHO is a different beast entirely, marrying most of the Limited's features with a high-performance V6 and a sport suspension. For power, the SE relies on a 3. Stepping up to the SEL adds LED daytime running lights, body-colored heated mirrors with puddle lamps, rear parking sensors, remote engine start, dual-zone automatic climate control, upgraded cloth upholstery and interior trim, a leather-wrapped steering wheel and shift knob, and satellite radio. Leather upholstery paired with heated front seats is available as a stand-alone option. The SEL can also be had with the Equipment Group A option package, which adds keyless entry and ignition, an additional center speaker for the audio system and the Sync 3 infotainment system, which includes an 8-inch touchscreen and smartphone integration via Apple CarPlay and Android Auto. The more luxurious Taurus Limited gets you all the Equipment Group A items, plus inch alloy wheels, automatic high-beam control, automatic wipers, an auto-dimming rearview mirror and driver-side mirror, power-adjustable pedals, leather upholstery, heated and ventilated way power front seats, driver-seat memory settings, heated second-row seats, a heated steering wheel, ambient interior lighting, blind-spot monitoring with rear cross-traffic alert, and a premium Sony audio system with HD radio. Limited models can also be had with the Driver Assist option package, which includes adaptive cruise control, an automated parallel parking system, a forward collision warning system, and lane departure warning and intervention. Stand-alone options for both the SEL and the Limited include inch alloy wheels, a sunroof, a rear spoiler and a navigation system. The sporty SHO starts with most of the Limited's standard equipment and adds all-wheel drive, a turbocharged 3. Most Limited options are also available for the SHO, along with a SHO Performance package that adds a revised final-drive ratio for quicker acceleration, summer performance tires, stiffer suspension tuning, upgraded brake pads, special steering tuning, an enhanced stability control system with a Track mode, and simulated-suede trim on the steering wheel. Love this car. I traded a Mustang GT 50 Anniversary on this as I wanted a car that could actually carry more than 2 people. It's quiet, has more than enough power, gets decent gas mileage and looks great. With heated and adjustable steering wheel and pedal, seat memory, heated and cooled seats and Sync 3, it has all I need and want. SHO would have been nice but hard to find. Write a review. See all 6 reviews. Looking for a large sedan with top-notch safety scores? The Ford Taurus might be a good match. Here's a quick rundown of what we like, what we don't and the bottom line from the Edmunds editors.

The Taurus used to be Ford's midsize sedan. Recent years it's become Ford's full size sedan. Three engines to choose from, the standard v-6 puts out horsepower. It's pretty robust. There's also a two-liter turbo four cylinder engine, horsepower, not that much more fuel efficient, so I would recommend driving both to see what your preference is. And finally, the SHO performance version has a twin turbo v-6, horsepower. It's quick, but not that quick compared to other high performance large sedans. Around the back you're looking at one of the Taurus's most distinctive features, namely the enormous trunk. One of the largest you'll find in any car. Taurus also offers optional all wheel drive, has a pretty comfortable ride as you'd expect from a large sedan. In back there's enough passenger space by the numbers, but it might feel a little claustrophobic in there. The Taurus's high beltline, swoopy roofline, combine to make it feel slightly cramped, especially if you're on the taller side. Up front the dashboard design continues to be a leader in this segment in terms of style. It's a dual cowl overlay above the panels. Clean layout SYNC 3 infotainment system, is one of the better ones out there. Nice touch screen, easy to use, pretty responsive. The bottom line with the Taurus is that it's not the newest vehicle in this class, but still fully competitive. It's an old fashioned highway cruiser, lots of options to choose from, certainly worth considering. For more Edmond's expert rundowns, click the link to subscribe. The Ford Fusion is the Taurus' smaller sibling, but passengers might actually find it more spacious. The Fusion is quite roomy against its midsize competitors, while the Taurus feels positively claustrophobic. The Fusion's sharp handling means it's generally more fun to drive, too. Its lower price and more efficient engines equate to a lower cost of ownership. The Chevrolet Impala isn't the newest kid on the block, but continuous improvements since its redesign keep it from becoming stale. Ride comfort is superlative, and the interior is much roomier than the Taurus'. As long as you skip the middling four-cylinder engine, the Impala is the clear winner here. Like the Taurus, the Dodge Charger is a large sedan that isn't as roomy on the inside as its exterior dimensions suggest. It's still suitable for four adults, but the wide selection of high-performance engines make it clear that the driver is the most important. A muscular V6 is standard, but enthusiasts will be drawn to one of the three available V8s, with power outputs ranging from horsepower to hp. In a market flooded with small, high-tech, fuel-efficient cars, the Taurus has an old-school vibe that will resonate with some buyers. Unfortunately, it's the current-generation Taurus' 10th year of production, and the Taurus is showing its age in ways that aren't so commendable. And other large sedans do a better job with more fuel-efficient powertrains, better driving dynamics, newer technology and nicer cabin trim. The Taurus offers two engine choices. Most trims are powered by a 3. Front-wheel drive is standard with this engine; all-wheel drive is optional on all but the base model. If you want a bit more pep in your step, the Taurus SHO abides. All-wheel drive is standard on this beast. The more sedate Taurus variants start with the SE model. Standard features include automatic headlights, power front seats and a pair of USB ports. As you might have gathered, the SE is fairly basic, and shoppers looking for a large sedan with a dash of luxury should step up to the next-level SEL. It doesn't cost much to upgrade to the SEL, but a considerable number of features are added, including dual-zone climate control, rear parking sensors and satellite radio. SEL models can be ordered with the Equipment Group A package, which counts the Sync 3 infotainment system among its perks. For increased passenger comfort, consider the high-end Limited model. Perforated leather upholstery, blind-spot monitoring, and heated and ventilated front seats are all present. Although the Taurus SHO is pricier, its sporty additions transform the character of this car from highway cruiser to bruiser. In addition to the performance motor, the SHO adds larger wheels, a sport-tuned suspension and paddle shifters. The Taurus SHO is certainly more fun to drive than the rest of the lineup, but it isn't quite as thrilling as high-performance versions of some of its competitors. Standard models fit the Taurus' stately character a little better, with a comfortable ride, roomy cabin and low noise levels. Overall, it's not as high-tech and splashy as newer rivals, but that might be a benefit for its customer base. If you decide the Ford Taurus is the large sedan for you, make sure to use Edmunds' pricing and inventory tools to find a perfect match. Available styles include SEL 4dr Sedan 3. Consumer ratings and reviews are also available for the Ford Taurus and all its trim types. Overall, Edmunds users rate the Taurus 4. Edmunds consumer reviews allow users to sift through aggregated consumer reviews to understand what other drivers are saying about any vehicle in our database. Detailed rating breakdowns including performance, comfort, value, interior, exterior design, build quality, and reliability are available as well to provide shoppers with a comprehensive understanding of why customers like the Taurus. Edmunds experts have compiled a robust series of ratings and reviews for the Ford Taurus and all model years in our database. Our rich content includes expert reviews and recommendations for the Taurus featuring deep dives into trim levels and features, performance, mpg, safety, interior, and driving. Edmunds also offers expert ratings, road test and performance data, long-term road

tests, first-drive reviews, video reviews and more. This review was written by a member of Edmunds' editorial team of expert car reviewers. Our team drives every car you can buy. We put the vehicles through rigorous testing, evaluating how they drive and comparing them in detail to their competitors. We're also regular people like you, so we pay attention to all the different ways people use their cars every day. We want to know if there's enough room for our families and our weekend gear and whether or not our favorite drink fits in the cupholder. Our editors want to help you make the best decision on a car that fits your life. Simply research the type of car you're interested in and then select a car from our massive database to find cheap vehicles for sale near you. Once you have identified a used vehicle you're interested in, check the AutoCheck vehicle history reports, read dealer reviews, and find out what other owners paid for the Ford Taurus. Edmunds has deep data on over 6 million new, used, and certified pre-owned vehicles, including rich, trim-level features and specs information like: MSRP, average price paid, warranty information basic, drivetrain, and maintenance , features upholstery, bluetooth, navigation, heated seating, cooled seating, cruise control, parking assistance, keyless ignition, satellite radio, folding rears seats ,run flat tires, wheel type, tire size, wheel tire, sunroof, etc. Edmunds also provides tools to allow shopper to compare vehicles to similar models of their choosing by warranty, interior features, exterior features, specifications, fuel economy, vehicle dimensions, consumer rating, edmunds rating, and color. Is it better to lease or buy a car? Ask most people and they'll probably tell you that car buying is the way to go. And from a financial perspective, it's true, provided you're willing to make higher monthly payments, pay off the loan in full and keep the car for a few years. Leasing, on the other hand, can be a less expensive option on a month-to-month basis. It's also good if you're someone who likes to drive a new car every three years or so. Popular searches. My notifications My Account. Home Ford Ford Taurus. Review Features Competitors Save. View Photos. Appraise this car. Other years. List Price Estimate. ZIP Code. See all for sale. Which Taurus does Edmunds recommend? The Taurus is reasonably priced, with trim levels and features more or less matching up with the Chevrolet Impala, and it costs thousands less than a Toyota Avalon or Kia Cadenza. However, the Taurus' full-size competitors generally have nicer interiors, don't feel as heavy and are roomier. The range-topping Taurus SHO is the only standout in the lineup, with a sport-tuned suspension and powerful engine that overcomes the Taurus' otherwise wallowy, sluggish driving experience. For the same money, however, enthusiasts can choose between two V8s in the Dodge Charger. Each vehicle typically comes in multiple versions that are fundamentally similar. Scorecard Overall 6. If Ford hadn't called it the SHO, this Taurus would have acquitted itself nicely with a good balance of power, braking and solid drivability. But as a SHO, and a sport sedan, it comes up a bit flat with uninvolved steering and handling and much too tall gearing. Whether from a standing start or a roll, there's good thrust on tap. But tall gearing dulls the edge of the 3. It does pull hard enough to reach 60 mph in 5. In daily use, the SHO's brakes proved more than adequate to deal with the car's considerable weight. Sure, the pedal felt a bit squishy underfoot, but modulation was good enough that smooth and consistent stops were easy to make. Our panic-stop test from 60 mph came in at feet, an unremarkable result. Its thin rim makes the wheel awkward to grip. There's a satisfying heft to the steering, but it's artificial and it doesn't translate into the feel you need to judge a corner properly. That said, the Taurus is as easy to steer on back roads as it is around town, provided you're not going too quickly. The Taurus SHO is a bit of fun for a big car so long as you're not trying to hustle it. It stays relatively flat and composed up to a certain point, even through transitions. The tires offer decent grip, too, but you'll run out of seat side support well before then. The six-speed automatic is a bit dated but refreshingly straightforward, never second-guessing itself or tripping over one too many gears. A shorter ratio would wake up the car and make it livelier. But as it is, the SHO is a relaxed and capable cruiser, even in Sport mode. If you happen to be the right height, the Taurus will impress you with a well-controlled ride and almost zero wind and road noise. But should you be above-average height, the wacky seating position will override most of its strengths. The seats are fairly cushy, but they lack lateral support. We'd say that about a regular Taurus, but it's a bigger deal in a SHO. The high front and rear seating positioning feel confining, though that's not a physical comfort issue. The front seats are cooled and heated, and the rear seats are heated. The ride seems pretty smooth. And even though the SHO is a fairly big car, it's never sloppy, keeping pretty good control of itself. Most surfaces don't faze the Taurus, and the big Ford soaks up quite a lot. Cornering is also commendably flat up to a moderate pace. Only extremely coarse pavement manages to make any significant noise in the cabin. Otherwise, the Taurus provides a fairly quiet interior. The engine is well-isolated, and wind noise is minimal. The climate control looks very dated with basic physical controls circa More detailed adjustments must be made via the digital interface. The driver's vents serve only to cool the steering wheel area, and the noisy rear vents can't be

shut off, only closed. It's difficult to put our fingers on what makes this interior so unsatisfying, but it might be because we don't have enough fingers. The inside of the Taurus is an automotive anomaly, from the downright weird front seats to the inexplicably high rear seats and the time warp control interfaces. It's clear the Taurus was not designed to accommodate some of the controls it now carries â€" see the rear window shade and lane keeping assist buttons located in the ashtray. While most of the controls are straightforward, they look and feel dated. The touchscreen does most of the heavy lifting. Thanks to a high floor and a much higher than typical seating position, you can almost walk into either the front or back seats. Those with limited mobility will appreciate that. The tall doors extend below the sills, keeping pant legs clean when the weather gets messy. This position is just bizarre. The seat sits inexplicably high, and anyone over average height towers over the dashboard. Adjustable pedals are a nice touch, but the steering wheel hardly telescopes, so taller drivers have their knees pressed against the dash. None of our editors ever felt comfortable. Front passengers have adequate head- and shoulder room, but the strange seating position makes it feel as if most of the room is below you. Rear passengers have very little headroom because of the stadium-like seating. Rear legroom isn't what it should be in such a large car either. The high seating position gives you a commanding view of the road ahead, but that's the only direction where visibility is any good. The narrow side windows and thick pillars cut down on side visibility, while a small rear window limits the view out the back. Fit and finish on the SHO is good, both inside and out. Plastic covers all click nicely into place, and there are no squeaks or rattles even over broken road surfaces. The Taurus SHO makes good use of its size, for the most part. There's certainly a big enough trunk for four golf bags, but the cabin is a mish-mash of oddly shaped bins and wasted space. The seemingly random array of center console storage, with two sets of cupholders and a center bin set well behind the driver's elbow, is a bit puzzling in such a large car. Front door pockets are very accommodating, but the ones in the back aren't quite as big. With Child safety seat accommodation 8. Accommodation comment: Mounting a car seat won't be much of an ordeal due to wide rear door access, but the somewhat narrow outboard rear seats might cause wider car seats to overlap the seat-belt latches. LATCH anchors, slightly tucked beneath the cushions, are easy to locate. Ford's Sync 3 might well be the saving grace of a dated interior. Impressive connectivity and usability make it flexible enough for most any buyer. Be careful with option packages, as the Driver Assistance package cannot be ordered in conjunction with the Performance package. Don't let the rest of the somewhat dated interior put you off. While the audio system does have some power, it won't impress true audiophiles. We experienced no drops in connection. Our tester had the optional Driver Assist package, which includes adaptive cruise control, lane keeping assist, active park assist and forward collision warning. Disabling stability control is only available with the Performance package. The adaptive cruise system was satisfactory and free of quirks. Ford's Sync 3 voice controls worked consistently and quickly, and we found them to be a decent substitute for pressing buttons. Apple CarPlay users have the additional option of Siri voice commands. Sponsored cars related to the Taurus. Trending topics in reviews comfort driving experience road noise fuel efficiency. Most helpful consumer reviews 5 out of 5 stars, Nice flashy car; fast too. Safety Our experts like the Taurus models: Active Park Assist Guides the Taurus into an adjacent parallel parking spot using proximity sensors and automated steering. Collision Warning with Brake Support Warns the driver and automatically applies the brakes if advanced safety systems determine a front collision is imminent. Blind-Spot Information System illuminates a light on the side mirrors when a vehicle enters the Taurus' blind spot. Sounds an alert if the turn signal is activated. Side Impact Test Good. Ford Taurus vs. Ford Fusion The Ford Fusion is the Taurus' smaller sibling, but passengers might actually find it more spacious. People who viewed this also viewed 4. The Edmunds experts tested the Taurus both on the road and at the track, giving it a 6. You probably care about Ford Taurus fuel economy, so it's important to know that the Taurus gets an EPA-estimated 19 mpg to 21 mpg, depending on the configuration. What about cargo capacity? When you're thinking about ca

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rrying stuff in your new car, keep in mind that the Taurus has And then there's safety and reliability. Learn more. To determine whether the Ford Taurus is reliable, read Edmunds' authentic consumer reviews, which come from real owners and reveal what it's like to live with the Taurus. Look for specific complaints that keep popping up in the reviews, and be sure to compare the Taurus's average consumer rating to that of competing vehicles. There's a lot to consider if you're wondering whether the Ford Taurus is a good car. Edmunds' expert testing

team reviewed the Taurus and gave it a 6. Safety scores, fuel economy, cargo capacity and feature availability should all be factors in determining whether the Taurus is a good car for you. Other versions include: SEL 4dr Sedan 3. If you're interested in the Ford Taurus, the next question is, which Taurus model is right for you? Taurus variants include SEL 4dr Sedan 3. More about the Ford Taurus "They don't make 'em like they used to. Sign Up.