

Drive Report



2026 Ford Expedition Platinum: When Larger is Better

By Jerry Robbin

The 2026 Ford Expedition received a mid-cycle refresh last year. This included a new front fascia and headlamps for a fresh look, a new split liftgate and an upgraded interior tech suite. The refresh also brought a new trim in the Tremor.

Even after the refresh, performance and capability remains what the Ford Expedition is all about. The Expedition is very comfortable and spacious in all three seating rows, and the new split tailgate provides easy access to its ample cargo area. The extended-wheelbase Max size increases its capacity offering to 36 cubic feet of room to stow anything and everything behind the third row. In addition, the Expedition's twin-tur-

bo V-6 delivers V-8 power and provides a segment-leading 9,600 lbs. of maximum towing capacity.

Safety and Driver-Assistance Features

One of the most standout aspects of the 2026 Ford Expedition is its comprehensive Ford Co-Pilot360® Technology suite. This package includes a range of driver-assist features designed to provide confidence on the road.

The 2026 Ford Expedition includes Ford's Pre-Collision Assist with Automatic Emergency Braking. This system helps detect potential collisions with vehicles or pedestrians and can automatically apply the brakes if the driver doesn't respond in time.

Blind Spot Information System (BLIS®), with Cross-Traffic Alert, helps Expedition drivers change lanes safely by alerting them to vehicles in their blind spots.

The Lane-Keeping System monitors the Expedition's position on the road and provides gentle steering assistance if the vehicle starts to unintentionally drift. Ford Co-Pilot360® ensures that the Expedition is always looking out for you, even in challenging driving conditions.

Safety in the new Expedition goes beyond technology; it's also built into its very frame. The SUV features a high-strength steel frame and advanced safety cage design, which work together to absorb and redirect crash forces away from the cabin.

Inside, the advanced air bag system includes front, side and curtain air bags strategically placed throughout the cabin. Paired with Ford's crash-optimized seat belt design, these features provide unmatched protection in the event of a collision.

For those looking to experience the future of driving, the 2026 Expedition offers BlueCruise™, Ford's hands-free highway driving system. Available on more than 97 percent of controlled-access highways across the United States and Canada, this innovative feature allows for hands-free driving while maintaining safety at its core. BlueCruise™ uses a network of cameras, sensors and GPS to monitor road conditions and ensure the vehicle stays centered in its lane. This cutting-edge technology provides a stress-free driving experience without compromising control or safety.

Navigating tight parking spaces is no longer a challenge with Ford's Enhanced Active Park Assist, a feature included in the 2026 Expedition. This system makes parallel and perpendicular parking easier than ever by taking control of the steering while the driver manages the accelerator, brake and gearshift.

Additionally, the Expedition is equipped with 360-degree cameras that provide a bird's-eye view of the



The 2026 Ford Expedition features a new split liftgate.

vehicle's surroundings.

Under the Hood: Engine, Transmission and Performance

The Expedition has a twin-turbocharged 3.5-liter V-6 and responsive 10-speed automatic transmission that pairs with rear- or four-wheel drive. The power on the Platinum model is 440 hp. All Expeditions employ an

independent rear suspension. The off-road-focused Tremor model gets a slightly raised suspension system, underbody protection skid plates and unique 18-inch wheels wrapped in 33.0-inch General Grabber all-terrain tires. Ford also equips this adventurous trim with a Rock Crawl driving mode and handy off-roading features, including a cruise control system designed to help maintain speed



The new Tremor edition of the Ford Expedition (left) and the Platinum edition (right).



The Platinum edition of the Expedition has a standard 440 hp from a twin-turbocharged V-6 displacing 3.5 liters.

during steep hill descents, and a Trail Turn Assist feature that helps swing the rear end around when navigating a tight turn on a trail. The Trail Turn Assist system applies the brakes to the inside rear wheel in sharp, slow-speed turns when the vehicle is in four-wheel-drive mode and on soft surfaces.

Interior, Comfort and Cargo

The interior of the Expedition is different from what it was before the refresh, giving more of an EV feel than that of a full-sized, body-on-frame SUV. Most noticeable are the standard 24-inch panoramic digital instrument cluster that spans half of the dash, and the new oval steering wheel that's necessary to keep the instrument cluster properly in view. The upper half of the dashboard is deeply sculpted to make room for the big instrument cluster and to house some of the B&O premium audio system's speakers.

The Expedition's cabin materials and trim pieces get fancier from model to model, topping out on the Platinum trim, which is appointed with rich leather upholstery and massaging front seats. Both the standard-length Expedition and long-wheelbase Expedition Max have spacious interiors. A three-seat bench is standard for the second row, but you can spec a pair of captain's chairs if you'd like. Every model has a power-folding third row that can be controlled from the cargo area or back seats. Both the second and third rows fold completely flat for a level floor, making it easier to load things.

Specifications

Exterior Dimensions:

- Wheelbase (inches): 122.5
- Length (inches): 209.9
- Width, without mirrors (inches): 81.5
- Height (inches): 78.1
- Front Track Width (inches): 68.1
- Rear Track Width (inches): 67.8
- Minimum Ground Clearance (inches): 8.7

Interior Dimensions:

- Passenger / Seating Capacity: 8
- Front Head Room (inches): 41.8
- Front Leg Room (inches): 43.9
- Front Shoulder Room (inches): 64.9
- Front Hip Room (inches): 62.3
- Second Row Head Room (inches): 40
- Second Row Leg Room (inches): 41.1
- Second Row Shoulder Room (inches): 64.8
- Second Row Hip Room (inches): 62.3
- Third Row Head Room (inches): 37.4
- Third Row Leg Room (inches): 36.5
- Third Row Shoulder Room (inches): 64.2
- Third Row Hip Room (inches): 51.4

Cargo Area Dimensions:

- Cargo Space/Area Length Behind First Row (inches): 90.4
- Cargo Space/Area Length Behind Second Row (inches): 59.8
- Cargo Space/Area Length Behind Third Row (inches): 21.3
- Cargo Space/Area Width at Beltline (inches): 63.3
- Cargo Bed Width at Floor (inches): NA
- Cargo Bed Width Between Wheel housings (inches): 51.4
- Cargo Bed Height (inches): 37.7
- Cargo Space/Area (cubic feet): NA
- Cargo Space/Area Behind Front Row (cubic feet): 108.5
- Cargo Space/Area Behind Second Row (cubic feet): 60.8
- Cargo Space/Area Behind Third Row (cubic feet): 21.6



The cavernous interior of the Expedition seats seven passengers. Pictured are forward and back views of the plush Platinum edition interior. Note the oval steering wheel.



Infotainment and Connectivity

All Expeditions come with a large, 24.0-inch dashboard display that serves as a big digital gauge cluster and infotainment readout. A separate, smaller display sits closer to the driver and front-seat passenger and provides access to the infotainment interface. The system is built on Google software and includes wireless Apple CarPlay and Android Auto, over-the-air update capabilities and the ability to watch movies and surf the web when parked. Onboard wi-fi is also included.

Driving experience

My test vehicle had the Stealth Performance Package,

which transforms the Expedition's drive and handling. Acceleration is strong and immediate, even with a full load of passengers and cargo. Acceleration from 0-60 mph comes in 5.5 seconds, making the Expedition with the Stealth Performance Package feel like a superlative vehicle. Merging onto the highway at 70 mph is effortless with tons of power with the twin-turbo V-6.

Despite its size, the Expedition remains surprisingly easy to drive. Steering is light and accurate, making lane changes and parking lot maneuvers far less stressful than you might expect. Visibility is good for a full-size SUV, helped by large mirrors and a commanding seating position.

The Expedition is impressively quick for a large SUV. The ride on our Platinum trim-test vehicle was good across a multitude of road surfaces.

Summary

If you need to take the entire family on a road trip, then there are tons of cup holders for all the water bottles and juices you will need. There is space for everyone's bags. Plus, there are tons of USB ports and outlets to keep all the phones and tablets charged. The Expedition gets about 15 mpg in the city and up to 22 mpg on the highway, and has a range of up to 528 miles between fill-ups.

The Expedition impresses in the woods as well. It's well-suited for getting to the campsite as it displays your gauges, pitch and roll, and includes downhill descent control. Go to your local Ford dealer for a test drive of the 2026 Ford Expedition.

Safety and Driver-Assistance Technology

- Child Door Locks
- Child Seat Anchors
- Driver Airbag
- Passenger Airbag
- Stability Control
- Traction Control
- Blind-Spot Alert
- Collision Warning System with Auto Brake
- Driver Attention Assist Monitor
- Front & Rear Parking Sensors
- Front Head Curtain Airbag
- Front Side Airbag
- Lane Departure Warning System
- Pedestrian Detection System
- Rear Head Curtain Airbag
- Rear Parking Sensors
- Rear View Camera
- Surround View Camera