

I'm not a robot





Top 10 most reliable cars 2024The 2024 Driver Power owners survey has revealed the UKs most reliable cars heres the top 10New 2020 Ford EcoSport Active arrivesFord EcoSport Active features rugged styling and extra standard equipmentFord EcoSport ST-Line reviewST-Line trim gives the Ford EcoSport SUV a sporty look and feel, along with extra kitNew Suzuki Jimny 2019: prices, specs and release dateAll-new Suzuki Jimny prices announced, SZ4 model to start at 15,499 Ford EcoSport Titanium reviewFord has polished up its baby SUV but does it sparkleFord EcoSport updated for 2018 with four-wheel driveFord EcoSport SUV gets 4x4 option plus new interior, engine, ST-Line trim and scope for personalisation Ford Edge SUV 2015: full specs, prices and release dateFord's large flagship SUV on sale now; first deliveries in the summerFord EcoSport updated for 2015Minor tweaks include the option to remove rear-mounted spare wheel and a price drop The EcoSport is a small Fiesta size SUV 4,241mm long x 2,057mm wide (inc mirrors) x 1,696mm high, scheduled to arrive in Europe in late 2013 to compete against the Vauxhall Mokka and Renault Captur. It comes in both 2WD and 4WD formats, but 2WD only in the UK. The 2WD shown at Geneva originally had a solid tubular rear axle (not a twist-beam). (By production, this had been changed to a coil sprung twist beam.) A full sized spare wheel is hung on the left-handed side-opening rear door that opens via a handle incorporated into the rear light, but Europe may get a space-saver or tyre repair kit instead. There is a slight but small lip into the rear load area. The dashboard is taken from the current model Fiesta. Engine line-up in Brazil is: 1.0 litre EcoBoost petrol 1.5 litre Ti-VCT petrol 1.6 litre Flexifuel (allowing use of Brasil's alcohol based fuels) 2.0 litre chain cam petrol (as shown at Amsterdam) 1.5 litre diesel. Transmissions are 5-speed manual, 6-speed manual and 6-speed dual clutch Powershift but not all of these powertrains will be used in Europe. Though the EcoSport is or will be built in Brazil, China and India, cars for the UK will be built in Europe. The Ford EcoSport engine range includes a 125PS 1.0-litre EcoBoost engine, along with a 112PS 1.5-litre petrol and a 90PS 1.5-litre diesel. Ford is keen to promote the level of safety equipment the EcoSport boasts, including Ford SYNC which will automatically connect the occupants of the vehicle with emergency services local to the area. Itll even send the cars exact location to emergency services based on GPS data, and it will play an introductory message in the correct language for whatever region the car is in. The EcoSport also feature various apps including Spotify via its touch-screen infotainment system care of Applink something along the lines of the Apple App Store. Now has similar coil-sprung twist-beam rear suspension to Fiesta and Courier rather than the plain beam seen originally. Measurements: 3,999mm long x 1,708mm wide x 1,708mm high. Wheelbase: 2,520mm. Front Track: 1,524mm. Ground Clearance: 200mm. Load Space: 346 litres, expanding to 705 litres to waist height with seats folded. Turning radius: 5.3 metres. Fule tank size: 52 litres. Ford EcoSport Prices Titanium 1.5 112PS 5-speed manual 14,995 Titanium 1.5 112PS 6-Speed 6-speed dry clutch Powershift 16,495 Titanium 1.0 EcoBoost 125PS 5-speed manual 15,995 Titanium 1.5 112PS 5-speed manual 16,495 Titanium X 1.5 112PS 5-speed manual 15,995 Titanium X 1.5 112PS 6-Speed 6-speed dry clutch Powershift 17,495 Titanium X 1.0 EcoBoost 125PS 5-speed manual 16,995 Titanium X 1.5TDCl 91PS 5-speed manual 17,495 Performance 1.5 112PS EU5 5-speed manual 140Nm torque; 149g/km CO2; 44.8mpg combined; top speed 107mph; 0-62mph 13 seconds. 1.5 112PS EU5 6-speed PowerShift: 140Nm torque; 149g/km CO2; 44.8mpg combined; top speed 107mph; 0-62mph 13.8 seconds. 1.0 125PS EcoBoost EU5 5-speed manual: 170Nm torque; 125 g/km CO2; 53.3mpg combined; top speed 112mph; 0-62mph 12.4 seconds. 1.5 TDCl 90PS 5-speed manual: 204Nm torque; 120g/km CO2; 61.4mpg combined; top speed 99mph; 0-62mph 13.7 seconds. The enhanced Ford EcoSport, offering styling upgrades, improved driving dynamics and new equipment is available to order for October delivery. Customers can now specify the EcoSport without a rear-mounted spare wheel. Interior improvements include standard partial leather seats for Titanium models and additional chrome detailing. Convenience and comfort are also enhanced with a Winter Pack featuring heated windscreen, heated mirrors and heated front seats. EcoSport driving dynamics have been improved with revisions to the springs, dampers, rear torsion beam, Electronic Stability Programme, and Electronic Power Assisted Steering settings. Prices for the enhanced EcoSport, available with Fords multi-award-winning 1.0-litre EcoBoost petrol engine, 1.5-litre petrol engine or 1.5-litre TDCl diesel engine, start from 14,245. Ford EcoSport models specified without the rear-mounted spare wheel feature a tyre mobility kit as standard, while the rear swing-gate design for those vehicles also has been revised to allow easier access to the bootspace with partial opening. All models now feature a distinctive EcoSport badge on the rear. Inside, partial leather seats are offered as standard on Titanium models, privacy glass is available for all EcoSport trim levels, while the Winter Pack also adds rear seat ventilation at floor level to improve comfort for rear passengers in cold weather. The restyled interior has a charcoal black lower instrument panel, centre console and door boards. The instrument cluster now features a light dimming function and chrome-surround rings to match the electric window switches. All EcoSport models are equipped with Fords SYNC voice-controlled connectivity system feature a 4-inch colour display in the centre console. Refinement has been enhanced with thicker sound deadening materials in the doors and dashboard, as well as tighter seals around the pedals. Engineard gearbox matching has been revised to offer more low speed torque and better drivability. A stiffer rear torsion beam offers greater control of body roll, and revised spring and shock absorber rates improve damping. A 10mm reduction in ride height lowers the EcoSports centre of gravity for improved handling, and Electronic Stability Control and power steering systems also have been specifically tuned for European roads. The 1.5-litre TDCl also now offers 95PS, a 5PS improvement, and delivers 64.2mpg and 115g/km. The 125PS 1.0-litre EcoBoost delivers 52.3mpg and 125g/km, while the 1.5-litre Ti-VCT engine delivers 44.8mpg and 149g/km. All engines now meet Euro Stage 6 emissions standards. Ford EcoSport for 2016 now offered with option of no spare wheel on the side-hinged rear door. The rear door design has been revised to allow easier access to the bootspace with partial opening. Inside, new part-leather seats are standard on Titanium models and privacy glass is available for all EcoSport trim levels. A new Winter Pack offers a heated windscreen, heated mirrors and heated front seats, as well as rear seat ventilation at floor level to improve comfort for rear passengers in cold weather. The restyled interior delivers a contemporary, more upscale feel with new high quality leather for the steering wheel, and a charcoal black lower instrument panel, centre console and door boards. The instrument cluster now features a light dimming function and chrome-surround rings to match the electric window switches. EcoSport models equipped with Fords SYNC voice-controlled connectivity system feature a 4-inch colour display in the centre console. The handbrake lever positioning for all enhanced EcoSport models has been optimised to make it easier to reach and use. Noise, vibration and harshness levels have been reduced with thicker sound deadening materials in the doors and dashboard, as well as tighter seals around the pedals, for a more refined interior environment and quieter journeys. Engine and gearbox matching has been revised to offer more low speed torque and better drivability. Significant improvements to the EcoSports driving dynamics are delivered following development work at the Ford Lommel Proving Ground, Belgium, where 50 miles of test tracks include exact replicas of real road surfaces from around the world. A stiffer rear torsion beam offers greater control of body roll, and revised spring and shock absorber rates improve damping. A 10mm reduction in ride height lowers the EcoSports centre of gravity for improved handling, and Electronic Stability Control and power steering systems also have been specifically tuned for European roads. The 1.5-litre TDCl offers 95PS, delivers 64.2mpg and 115g/km while the 125PS 1.0-litre EcoBoost delivers 52.3mpg and 125g/km CO2. Now built at Craiova in Romania. Price rise of an average 2000 (now 17,495 to 20,295) covers better quality plastics and plenty of tech including cruise control, a rearview camera and SYNC3. A 6.5-inch touch-screen comes as standard and grows to 8.5-inches for the range-topper. There's also a fancy B&O Play stereo. ST-line brings more colours to choose from, bigger alloy wheels, a body kit and a sports suspension. The 'EcoBlue' 1.5-litre TDCl 125PS engine is more efficient with lower NOx. 1.0 EcoBoosts have 125PS or 140PS and, crucially, are now available with a 6-speed torque converter transmission instead of the 6-speed Powershift that tended to go through clutch packs every few years. Features unique exterior and interior styling alongside increased ride height and additional body protection for greater rough road capability. Prices from 21,645. Share copy and redistribute the material in any medium or format for any purpose, even commercially. Adapt remix, transform, and build upon the material for any purpose, even commercially. The licensor cannot revoke these freedoms as long as you follow the license terms. Attribution You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use. ShareAlike If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original. No additional restrictions You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits. You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation. No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material. Standard cover from 5.29 a month*We get to most breakdowns in 60 mins or lessOur patrols fly 4/5 breakdowns on the spot By Jonathan CrouchIntroductionThe Ford EcoSport takes the underpinnings of the brand's Fiesta supermini and reworks them to better tackle the urban jungle. Back in 2013, this was a late arrival in the small Crossover class, but it brought the segment something different in a cute but rugged package that many target buyers liked. Compromises were made with this model's design approach, but if you're city-bound but adventurous at heart, there'll be plenty to like here.Models5dr SUV (Petrol - 1.5, 1.0 EcoBoost / 1.5 TDCi diesel)HistoryBack in 2002, Ford did something very unusual. It missed an opportunity. The occasion was the launch of a model called the Fusion, a kind of Fiesta-on-stilts that offered a trendier, chunkier, more practical, yet more stylish take on Britain's best selling car. More than a decade on, in 2013, we were given the model that vehicle should - and could - have been. It was called the Ford EcoSport.You might recognise the kind of car this is. There are, after all, plenty of them about these days, supermini-based so-called 'Crossover' models offering SUV style and attitude in a trendier, more versatile small package. Back at the turn of the century, the Fusion could have brought the market exactly that - and done so nearly a decade before segment-defining small Crossovers like Nissan's Juke came along. Ford even presented it in trendy 4x4 regalia in motorshow concept form, but shrank back from selling the car that way in the showroom, where it was merely presented as a slightly bigger, slightly more versatile kind of Fiesta.That mistake wasn't of course made with this EcoSport which, like its class counterparts, was marketed from the start with the full 'urban jungle' treatment. It doesn't have 4WD because the city streets and school run pavements of its natural habitat don't need it, but its raised driving position and chunky looks offer up a bit of Amazonian attitude, even if in truth, this car is more cBeebies than SAS in its take on hostile streetlife. The tall sides, faux-4x4 undertrays and big bumpers all suggest something originally intended to be an SUV but whose designer thought better of it at the last minute.This though, is what the market wants. Every mainstream manufacturer today either offers a supermini-based Crossover car of this sort. Indeed, Ford could still have entered this segment earlier if it had brought us the first generation version of this car that was designed and engineered solely for the South American market. Wisely perhaps, the Blue Oval chose not to. Just as with its larger Kuga Crossover model, the approach instead was wait, watch the opposition then try and come up with something better. Whether this EcoSport represented just that was debatable. It was updated with supplier suspension and various interior embellishments in 2015 and 2016 and a 140PS version of the 1.0-litre EcoBoost petrol engine arrived in the range in 2015. Ford fundamentally facelifted the car in early 2018. It's the re-facelift versions though, that we're looking at here as a potential used buy.What You GetThe EcoSport is a real global effort, designed in Brazil, with the version launched in 2013 built in India. It leans heavily on Ford's so-called Kinetic2 design language, with its large trapezoidal grille, smeared back headlights, short overhangs and an interesting blend of sharp angles and more organic curves that try to soften a front end sheerer than the North Face of the Eiger. Joao Ramos' design team were clearly aiming for a bit of SUV attitude, but some may feel the finished result sails a little close to cuteness, with a look described by one writer as being akin to a Chihuahua in a studded collar. The Blue Oval brand will probably argue this to be exactly what many potential buyers would want - and we wouldn't disagree. The sharp-looking headlights feature LED running strips, there are indicators integrated into the door mirrors and there's a decent amount of shape and style in the flanks. As with most designs of this kind, it's very sensitive to colour and trim choice, so if you're a potential buyer, we'd spend a bit of time on selecting the right shade and considering wheel rim sizes.Talking of wheels brings us to the issue of the rear-mounted spare that you had to have when this car was originally launched. In 2015, Ford made this feature optional. If your EcoSport does feature this embellishment, you'll get a crossover harking back to the SUV-look of the Nineties, which apparently is still very much in vogue in this car's home Brazilian market, where quick and easy access to the spare wheel is essential for safety reasons. That's all well and good but this is supposed to be a 'global' Ford design and the company should have known from the start that outside of the tropics, buyers generally don't take to this feature. This isn't necessarily because they don't like the rugged look. Or because they don't want the kind of proper full-sized spare wheel that's such a rare feature in most of today's modern cars. No, buyers don't like it because a huge spare wheel on the back means you can't fit a conventional top-hinged tailgate and the side-opening rear door you must have instead creates all kinds of awkwardness when you're trying to access the boot when backed into a tight parking space.Even if your EcoSport of choice doesn't feature a tailgate-mounted spare wheel, there's still the issue that the side-opening door is hinged on the left side. That means it opens away from the pavement, so when you get your stuff out, you can't put it straight onto the safety of the sidewalk. Instead, you've to put it onto the ground, then move it out of the path of the door before it can be shut. This wouldn't be such an issue if the kind of opening rear door glass section you get on many modern estates and SUVs was present here for getting smaller items in and out. But unfortunately, this feature was never made available.All that said, you soon learn to live with the side-opening tailgate - maybe even to like it. Toyota LandCruiser owners seem to. As for boot space, well the 346-litre capacity isn't one of the largest in the segment. Still, it is over 40% more than the pathetic total you'd get in a rival Nissan Juke. If you want more space and can flatten the 60/40 split-folding rear bench, then up to 1,238 litres is available. Transport of bulkier stuff will be aided by the way that the smart standard-fit aluminium roof rails enable bikes and roofboxes to go up top quite easily.On to rear seat space. Getting in isn't especially easy as the door aperture is quite narrow, but once inside, you'll find the back of an EcoSport a surprisingly pleasant place to be thanks not only to the high, airy roofline but also to the fact that the rear seats are set slightly-above those in the front for a better view out. Of course, as with all cars in this class, there'll be the issue of restricted width if, rather optimistically, you're trying to cram three full-sized adults in the back, but a trio of kids will be fine.And up front? Well, the Fiesta DNA that's lacking in the exterior looks is certainly well in evidence here, most notably with the mobile phone-style array of buttons on the centre console. It's a button-fest that can seem rather overly complex at first, but one you quickly adjust to. The six-way adjustable driver's seat offers a supportively commanding perch and the instruments are clear and concise. As for build quality, well you could easily guess that one of these is screwed together in an Indian factory from the hard, utilitarian plastics used around much of the dash. Still, it all feels solid and Ford's European division has done its best to plush things up with this smart gearstick and leather-trimmed multi-function steering wheel.It's a practical cabin too. The odd coat hook would have been nice but in terms of stowage space, owners are undeniably well provided for with no fewer than twenty different cubbies and compartments for 'phones, sunglasses, coins, cups, drinks and chocolate bars. You get properly sized doorbins able to swallow a 1.5-litre bottle of water, a decently sized cooled glovebox that can hold six 330ml cans, large seatback pockets and a drawer under the front passenger seat to keep valuable items away from prying eyes.What You PayPlease fill in the form here for an exact up-to-date information.What to Look ForWe found lots of satisfied EcoSport customers but inevitably, our survey revealed quite a few issues too. One owner complained of a transmission shudder. Another found his audio system completely shutting down. In one instance, the airbags failed to deploy. And a few owners have recorded start-up problems. It's extremely unlikely that this car will have ventured beyond a paved surface, so you'll just need to look for the usual scratched alloys and evidence of child damage in the back. The black plastics mark easily, so check them carefully; this could be grounds for a small price reduction.As usual, check that the service book is fully stamped up to date. Some ex-fleet models may have missed out on garage visits in a similar vein, check the condition of the brake pads and discs and ensure the battery doesn't struggle after a few starts.Replacement PartsApprox based on a 2013 EcoSport 1.0 EcoBoost- Ex Vat) An air filter costs around 13-15 and an oil filter costs around 6. Brake pads sit in the 21 to 50 bracket for a set. Brake discs can be as affordable as around 56. Wiper blades cost in the 7 to 10 bracket. A timing belt costs in the 15 to 32 bracket, while a water pump costs in the 75 bracketOn the RoadThe news that this car is based on a Ford Fiesta should certainly set you off in a positive frame of mind when it comes to the drive on offer. The issue though, is one of exactly what would happen to a Fiesta if you gave it a fully 190mm ride height, a bit of extra weight and a chunky high-riding body. After all, even Ford's chassis engineers aren't miracle workers. In the event, it seems like they're pragmatists. From their point of view, though it would have been nice to have been able to give this car the sweet handling sharpness of a Fiesta or a Focus, that would have entailed ride quality finer than most typical small Crossover segment buyers would probably want, people with no need and even less desire to throw their cars about. So the EcoSport development team chose instead to put their efforts into ride and refinement.With mixed success. Body roll is quite prevalent and the stiff suspension supposed to restrict it delivers an over-firm ride. Inevitably, the exact level of refinement you get will be heavily influenced by the choice of engine you make. There are actually four options, the least powerful unit of the quartet, the 90PS 1.5-litre TDCi diesel, offering the most pulling power, though even there, we're only talking about a modest 203Nm of grunt, which probably won't be sufficient if you are minded of doing a bit of serious towing. Here, 62mph is 14s away from rest en route to a maximum of just 90mph.Most EcoSport buyers will want one of the petrol options. Perhaps that'll be the normally aspirated 112PS 1.5-litre variant that manages 62mph in 13.3s on the way to 107mph. This is the only unit you can have with optional 6-speed Powershift automatic transmission, though bear in mind that if get a car fitted with that option, the weight that your EcoSport can potentially tow will fall from 750kg to a mere 400kg.Overall, the best engine option is probably the one most original buyers chose - a 125PS 1.0-litre EcoBoost petrol model which manages to be significantly more economical than the base petrol variant whilst still managing to improve upon that car's performance figures - here 62mph from rest occupies only 12.7s on the way to 112mph. If you want to go faster, a 140PS version of this unit was made available in 2015. Either way, there's about 30kgs less weight in the nose with this smaller three cylinder engine fitted, which means that turn-in to corners feels a touch sharper - or at least it would do were there a bit more feel from the electric power steering.Still, as I've already suggested, this car isn't designed for handling heroes. Instead, it'll be at its happiest in an urban jungle you'll be able to tackle from a raised driving position over 150mm higher than that of a Fiesta. The light power steering will help here, as will the slick 5-speed gearbox and a decently tight 10.6m turning circle. In fact, the only real issues arise when the time comes to reverse into a parking space. That's the point when you'll find your rear view somewhat compromised by the huge tailgate-mounted spare wheel - if that hasn't been fitted to the variant you're looking at. It tacks another 20cm onto the back of the car and makes the distance to what you're reversing towards that bit trickier to gauge. Rear parking sensors are optional and we'd definitely recommend seeking out a car fitted with them.We should probably finish by talking about off road capability - but then again, perhaps on second thoughts, maybe not; that might just encourage people to go places with this car that possibly they shouldn't. We say 'possibly' because this EcoSport isn't quite as feeble in this regard as you might expect. True, with the original version of this model, you don't get the optional 4WD system that Ford offers on this car in South America or that of Peugeot 2008's Grip Control. And the 190mm ground clearance figure we mentioned earlier means that this car sits higher off the ground than some RAV4-style soft-riding SUVs, which means that in a very unlikely event of an owner fitting it with a proper set of winter tyres, it would probably get you a surprisingly long way. Ford talks bullsh*t of a 22.1-degree approach angle, a 35-degree departure angle and a wading depth of 550mm.OverallFord had brought us this car, or something like it, at the turn of the century when it could have done, you can't help thinking that today, our roads would be flooded with the things. As it is, the EcoSport turned out to be a late arrival to an already over-subscribed small Crossover market sector that was - and still is - bursting with alternative talent. Still, a fashionably tardy arrival at any party can always work to your advantage and in developing this model, the Blue Oval brand clearly studied the segment's existing offerings and sought to provide something a little different. You can see that by the way it goes against the grain in this class. Things like the high ride height, the side-opening tailgate and this car's refusal to prioritise 'sporty' handling all mark it out as a different way to go. In truth, all of these things were forced upon this design by the fact that, despite the 'global car' claims, this model was first and foremost developed for a South American market rather than a European one.That doesn't mean that the EcoSport can't work for a used car buyer here though. It's good looking, fashionable and practical. Ride and handling aren't great but it's very well equipped across the board. And the SYNC connectivity Applink system is just brilliant for a car of this era. In short, we can see why you might like one.The Ford EcoSport may be the best-driving small SUV, but that's not enough these days its brilliant in parts, really disappointing in others. The indifferent interior quality and the difficult to live with rear door are too much to ignore, making the car feel like a global off-the-shelf solution rather than a cleverly thought-out bespoke product.Advertisement - Article continues belowFord has a habit of turning up late to parties. The SUV sales survey was in full swing when the original Kuga arrived in town back in 2008, its bigger brother the Edge doesn't arrive until 2015 and now the little Ford EcoSport is here, just as the segment-leading Nissan Juke is about to get its mid-life revamp. It gives Ford one clear advantage, though - the benefit of hindsight. So this new model, sitting on the acclaimed B-segment platform that also underpins the brilliant Fiesta, has a great opportunity to go straight to the top of the class.The EcoSport pronounced EchoSport in deference to its creators in Fords Brazilian HQ may have been developed across the other side of the world, but according to the Brit that led the team, Nick Collins, it has benefited from Fords worldwide resources. This is another example of Fords global One Ford philosophy.Skip advertAdvertisement - Article continues belowVW Q2View SportageUK-bound EcoSports are built in Chennai in India and arrive in the UK early next year. Its certainly not the cheapest baby SUV on the blocks, with prices starting at 14,995 2,000 more than the cheapest Nissan Juke, Peugeot 2008 and Renault Captur.But Ford isn't beating around the bush 40 per cent of Ford customers go for high-spec Titanium trim, so that's where the range starts and that's what were driving, with the 90hp/1.5-litre TDCi engine under the bonnet. I'll retail at a fairly sizeable 16,495.Advertisement - Article continues belowFrom the front, the EcoSport is reasonably attractive and bang on brand, looking like the lovechild of a Kuga and Fiesta. Inside, it's all Fiesta, too, using dash parts from Fords supermini star.However, the EcoSports global roots are highlighted at the back end where there sits a monstrous carbuncle of a spare wheel on the boot door. It completely spoils the side and rear view, making the car look rear heavy. And while were on it, that rear door is side hinged and huge. It swings open wide from right to left (not the most convenient if you park, as we do, kerbside left) so you have to stand well back and watch for passing traffic if you're parked nose in. If you've reversed into a bay, you might as well load through the side rear doors.Skip advertAdvertisement - Article continues belowAt the very least, Ford should fit a can of tyre sealant and ditch the ugly spare wheel, making it a no cost option. But that, were told, would be too expensive to re-engineer. Global car, indeed not a good start.Still, it's a Ford and so it'll drive well. And it does. The tall stance means there'll always be a degree of body lean, but the car has been tweaked for European tastes with more reactive steering and a sportier feel. Of course, it's not Fiesta sharp, but in a class where driver involvement has largely been forgotten, this is the baby SUV that'll most likely put a smile on your face.Advertisement - Article continues belowThe steering reacts swiftly, if not sharply, in your hands, the nicely jugged ride quality has a firm undertone, but felt generally comfortable over the Spanish roads of our test drive. We had a brief spin in an EcoSport with the award-winning 1.0-litre EcoBoost engine, but felt that this diesel was the better bet it felt more comfortable on the road, more responsive in gear and felt better balanced. The diesels refined at a cruise and not too noisy when you put your foot down, too.Skip advertAdvertisement - Article continues belowEntry-level cars get a cheaper, slower 1.5-litre petrol engine (that can be had with an auto box) than the 1.0 EcoBoost, but for us the diesel is top of the class. Especially as none of the models are especially fuel efficient, with the diesel providing a reasonable average of 61.4mpg and acceptable CO2 output of 120g/km. The 1.0-litre car claims 53.3mpg and 125g/km of CO2.Swing open the EcoSports front door and you'll be struck by how much space is inside a Fiesta-based car. Whether in the front or back, nobody will struggle for head or legroom. We managed to sit a six-foot passenger behind a six-foot driver in complete comfort with room to spare.Advertisement - Article continues belowWidth is more of an issue, but that's to be expected. Its just that with so much headroom, you'll notice how close your passenger is to you when your driving. Also an issue is getting into the back the door aperture is narrow, the step in quite deep and the rear doors could do with opening a tad wider. It might prove a bit tricky loading a young child into a child seat in the back.At least that rear door makes loading stuff into the boot easy and there's a decent amount of space, even if the 333 litres is mostly as a result of the height rather than depth or width.As well as upgrading the suspension, Fords European team has also worked on some of the cabin materials, so the comfy seats are tastefully trimmed. The dash looks okay, too, but the plastics aren't especially touch friendly they feel hard and a bit cheap, while the Fiestas button-stressed infotainment system will find the seats neither comfortable nor supportive.All Fords are nice to drive well, all except the EcoSport. The high body coupled with a chunky front pillars can hinder forward visibility. Things are much better looking backwards, though.As is the norm with Ford and especially as all EcoSports will be either Titanium or Titanium X trim levels, the tech and kit count is strong. As well as alloys, climate control and keyless go, you get Fords useful Sync with Applink system that not only links your smartphone via Bluetooth, but lets you control your smartphone apps, too.Share this on TwitterShare this on FacebookEmailIt's only a matter of time before Jaguar Land Rover builds a factory in the USA!It's only a matter of time before Jaguar Land Rover builds a factory in the USA!Mike Rutherford thinks Jaguar's 'Reimagine' strategy will result in the company exploring further opportunities in the USACar Deal of the Day: Seal the deal on this BYD electric saloon for just 289 a monthCar Deal of the Day: Seal the deal on this BYD electric saloon for just 289 a monthThe BYD Seal is a seriously tempting Tesla Model 3 rival, especially at this price. Its our Deal of the Day for 26 MayCar Deal of the Day: Nissans X-Trail is a do-it-all seven-seat hybrid SUV for just 235 a monthCar Deal of the Day: Nissans X-Trail is a do-it-all seven-seat hybrid SUV for just 235 a monthIf the Qashqai is too small for you, then the larger X-Trail is a fine alternative. Its our Deal of the Day for 25 MayThe Ford EcoSport is a small city SUV that is easy to drive and cheap to buy. Its closest rivals are the Nissan Juke, the Renault Captur and the Peugeot 2008. A more upmarket option is the Mercedes GLA.Buy or lease the Ford EcoSport (2013-2017) at a price you loveWe take the hassle and hassle out of car buying by finding you great deals from local and national dealersRRP15,390 - 19,575Ready to see prices tailored to you?Compare used deals wowscore!The price is awarded by our team of expert reviewers after extensive testing of the carRoomy interiorCompetitive pricesDecent to drivePoor quality interiorSluggish enginesWeird looksAdvertisementFind out more about the Ford EcoSport (2013-2017) At a glance, the interior looks identical to that of a Fiesta, but tell us that build quality is lower and most of the plastics look and feel cheap. Passengers in the front have plenty of legroom and even more headroom thanks to the high roof, but passengers in the rear will find the seats neither comfortable nor supportive.All Fords are nice to drive Well, all except the EcoSport. The high body coupled with a chunky front pillars can hinder forward visibility. Things are much better looking backwards, though.As is the norm with Ford and especially as all EcoSports will be either Titanium or Titanium X trim levels, the tech and kit count is strong. As well as alloys, climate control and keyless go, you get Fords useful Sync with Applink system that not only links your smartphone via Bluetooth, but lets you control your smartphone apps, too.Share this on TwitterShare this on FacebookEmailIt's only a matter of time before Jaguar Land Rover builds a factory in the USA!It's only a matter of time before Jaguar Land Rover builds a factory in the USA!Mike Rutherford thinks Jaguar's 'Reimagine' strategy will result in the company exploring further opportunities in the USACar Deal of the Day: Seal the deal on this BYD electric saloon for just 289 a monthCar Deal of the Day: Seal the deal on this BYD electric saloon for just 289 a monthThe BYD Seal is a seriously tempting Tesla Model 3 rival, especially at this price. Its our Deal of the Day for 26 MayCar Deal of the Day: Nissans X-Trail is a do-it-all seven-seat hybrid SUV for just 235 a monthCar Deal of the Day: Nissans X-Trail is a do-it-all seven-seat hybrid SUV for just 235 a monthIf the Qashqai is too small for you, then the larger X-Trail is a fine alternative. Its our Deal of the Day for 25 MayThe Ford EcoSport is a small city SUV that is easy to drive and cheap to buy. Its closest rivals are the Nissan Juke, the Renault Captur and the Peugeot 2008. A more upmarket option is the Mercedes GLA.Buy or lease the Ford EcoSport (2013-2017) at a price you loveWe take the hassle and hassle out of car buying by finding you great deals from local and national dealersRRP15,390 - 19,575Ready to see prices tailored to you?Compare used deals Number of affected vehicles: 10232Date of recall: 23/05/2016The EcoSport received two free responses to feature in our Reliability Survey, but its distant relative, the Ford Puma, did feature in the small SUV section. It finished in a disappointing 19th place out of 23 cars with a score of 92.3%, which places it above the Nissan Juke but below the Dacia Duster and VW T-Cross.Ford as a brand did better in the car brand reliability section, but it still finished in a middling 14th place out of 31 manufacturers. That's a better position than Seat, Vauxhall and MG, but it's still below Renault, Citroen and Dacia.In our latest Reliability Survey, Ford EcoSport owners reported mixed reliability with their cars. Several owners reported electrical gremlins, particularly warning lights appearing without a clear cause. A few diesel drivers noted recurring issues with the diesel particulate filter (DPF), which sometimes led to costly repairs outside of warranty.On the plus side, some owners experienced no problems at all, praising the cars mechanical dependability. However, experiences with Ford dealerships were inconsistent. While some owners felt their local dealer handled repairs efficiently and kept them well-informed, others were less impressed citing long waiting times for parts and poor communication during repairs. A few mentioned having to return to the dealer multiple times to fix the same fault.How can financial brands set themselves apart through visual storytelling? Our experts explainHow Learn MoreThe Motorsport Images Collections captures events from 1895 to todays most recentcoverage.Discover The CollectionCurated, compelling, and worth your time. Explore our latest gallery of EditorsPicks.Browse Editors' FavoritesHow can financial brands set themselves apart through visual storytelling? Our experts explainHow Learn MoreThe Motorsport Images Collections captures events from 1895 to todays most recentcoverage.Discover The CollectionCurated, compelling, and worth your time. Explore our latest gallery of EditorsPicks.Browse Editors' FavoritesHow can financial brands set themselves apart through visual storytelling? Our experts explainHow Learn MoreThe Motorsport Images Collections captures events from 1895 to todays most recentcoverage.Discover The CollectionCurated, compelling, and worth your time. Explore our latest gallery of EditorsPicks.Browse Editors' FavoritesSpecification We'd recommend going for a post-2018 car because it gives you a better interior. Titanium is the best trim option on facelift models, plus it has smaller alloy wheels and standard suspension to help with the ride. ST-Line versions might look the part, but the stiff sports suspension makes the ride unbearably bad.Our favourite Ford EcoSport: 1.0T EcoBoost 125 Titanium 2018. Ford released the Ford Puma small SUV and it put the EcoSport to shame in almost every area. It's better to drive, more practical and equally well priced when buying used, so we'd recommend taking a look at one of those. It also has a similar line-up of engines and trims.If comfort and practicality are important, take a look at the VW T-Cross. It's a decent all-rounder for the money, plus it has a good reliability record.The Skoda Kamiq is equally good (if not better) in those areas, but it is more expensive when buying used.The Mazda CX-30 appeals for its high-end interior, generous equipment levels and efficient engines. It's definitely worth a look, but it's not the most practical small SUV.The Seat Arona, Nissan Juke and MG ZS are obvious alternatives, but these cars suffer from poor reliability.For all the latest reviews, advice and new car deals, sign up to the What Car? newsletter here.

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