

## High-Tech Trail Boss

### Rugged Expedition Offers Surprising Comfort, Futuristic Tech

By Derek Price

CARGAZING.COM

Spend a week with the 2025 Ford Expedition Tremor, and one thing becomes clear almost immediately. This big SUV has the soul of a truck, but the cabin increasingly feels like something pulled from a modern electric vehicle.

From behind the wheel, the Expedition still delivers the familiar traits buyers expect from a full-size, body-on-frame SUV. It feels massive on the road, with towering sightlines and a sense of power that reminds you there is real towing capability under the hood.

Yet the redesigned interior leans heavily into screens, software and a tech-forward layout that feels closer to a luxury EV than a traditional truck-based utility vehicle.

It is an interesting combination, and surprisingly effective.

The Tremor trim sits at the rugged end of the Expedition lineup. It comes standard with the high-output version of Ford's 3.5-liter EcoBoost V6, producing 440 horsepower and 510 pound-feet of torque. That's serious muscle for a family SUV, and it shows when merging onto the highway or pulling away from a stop with a heavy right foot.

The 10-speed automatic transmission shifts smoothly and mostly disappears



The 2025 Ford Expedition Tremor combines full-size SUV proportions with rugged off-road styling and a commanding road presence.

into the background, which is exactly what you want in a vehicle like this. Power delivery is strong but relaxed, more confident than aggressive.

What surprised me most was the ride quality.

Given the Tremor's off-road positioning, I expected a firm or slightly rough driving character similar to heavy-duty Tremor trucks. Instead, the Expedition rides with an almost luxury-car softness. The suspension feels squishy in a good way, smoothing out broken pavement and highway expansion joints with impressive composure.

It is also remarkably quiet.

A big part of that comfort comes from the seats, which are exactly what a large SUV should have. They are wide,

deeply padded and incredibly relaxing over long drives. Ford has consistently done a good job with seat comfort in its larger SUVs, and the Expedition continues that tradition.

A massive 24-inch panoramic display stretches across the dashboard, replacing the traditional gauge cluster and creating a high-tech command center feel inside the cabin.

Because the display sits near the base of the windshield, you look over the steering wheel rather than through it to see the information. Once you get used to it, the layout feels natural.

The steering wheel itself is unusual for a truck-based SUV. It has a D-shaped design that initially feels out of place, almost like some-

thing borrowed from a performance car or an EV. But after a few days behind the wheel, the shape actually makes sense. It improves visibility over the wheel toward the panoramic display and gives the cabin a slightly sportier vibe.

The wheel still feels a bit small for a vehicle this large, but the design grows on you.

Below the panoramic display sits a second touchscreen that handles most infotainment duties. The system works extremely well and includes a particularly clever feature. Apple CarPlay can run in split-screen mode across the two displays.

In practice, that means you can run Spotify on one screen while Waze navigation fills the other. It is

seamless, intuitive and genuinely useful.

Out back, Ford's new split tailgate turned out to be one of my favorite features. The upper portion lifts like a traditional SUV hatch while the lower section folds down like a pickup truck tailgate. The design makes loading cargo easier, and it eliminates the small but real anxiety of groceries tumbling out when you open a traditional liftgate.

It also creates a natural place to sit during tailgates or camping trips.

Fuel economy is predictably modest at 15 mpg city and 22 highway.

My test vehicle rang in at \$86,695 with options and destination. That pushes the Expedition deep into luxury SUV territory, though lower trims bring the price down somewhat.

Still, buyers in this segment tend to prioritize capability and space over bargain pricing.

And that is where the Expedition Tremor shines.

It is a big, comfortable SUV that feels perfectly suited for people with active lifestyles. Tow a boat, haul camping gear or load up the family for a long road trip, and the Expedition handles the job with ease.

Even better, it manages to do all of that while delivering one of the most comfortable rides in the segment.

#### AT A GLANCE

##### WHAT WAS TESTED?

2025 Ford Expedition Tremor 4x4 (\$81,350). Options: Premium paint (\$995), second row power folding bench (\$595), connectivity package (\$745), underbody protection (\$425), cargo tailgate manager (\$390). Price as tested (including \$2,195 destination charge): \$86,695

##### BY THE NUMBERS

Wheelbase: 122.5 in.  
Length: 209.9 in.  
Width: 94.6 in.  
Height: 78.9 in.  
Engine: 3.5-liter H/O EcoBoost V6 (440 hp, 510 lbs. ft.)  
Transmission: 10-speed automatic  
MPG: 15 city, 22 highway

##### RATINGS

Style: 8  
Performance: 9  
Price: 7  
Handling: 6  
Ride: 9  
Comfort: 9  
Quality: 8  
Overall: 8

##### WHY BUY IT?

The Expedition Tremor blends serious towing capability, impressive comfort and surprisingly advanced tech into a full-size SUV that works equally well for family road trips and outdoor adventures.

# CARGAZING



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The 10-speed automatic transmission shifts smoothly and mostly disappears into the background, which is exactly what you want in a vehicle like this. Power delivery is strong but relaxed, more confident than aggressive.

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Inside, the Expedition features a panoramic digital display and modern tech-focused cabin layout designed for long family journeys.

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#### A CLOSER LOOK



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FACTS, FIGURES AND RATINGS

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