



Automobile from dealer in good condition is valued at
Rs. 23,13,138 - Rs. 24,56,219

Ford Endeavour 2017 TITANIUM 3.2 4X4 AT



A 51,000 2017

Vehicle Price in All Conditions



FAIR

Rs.22,55,309 - Rs.23,94,813



VERY GOOD

Rs.23,70,966 - Rs.25,17,623



EXCELLENT

Rs.24,28,795 - Rs.25,79,029

Vehicle Details

Make	Ford
Model	Endeavour
Year	2017
Trim	TITANIUM 3.2 4X4 AT
KM Driven	51,000 kms
City	Mumbai
Owner	One
Accident	None
Color	White

Advanced Evaluation Conditions

GOOD

Transmission, Suspension, Steering, Frame, Engine, Electrical, Car Interior, Car Exterior, Brakes, AC

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New Vehicle Price Now

NA



New Vehicle Price Then

Rs. 35,88,653



Total Cost of Ownership

Rs. 24,18,853



What Others Paid

Rs. 28,63,593

Next 3 Year Depreciation of Vehicle

Estimated Buying Price From Dealer

2021

Rs.20,19,572

2022

Rs.18,43,118

2023

Rs.16,41,214

Estimated Selling Price To Dealer

2021

Rs.18,17,655

2022

Rs.16,58,842

2023

Rs.14,77,125

Ratings & Reviews

Hari ★★★★★

The Endeavour is big and tough seven-seat premium SUV. It's a capable rival that betters its popular Toyota's Fortuner in many areas. When you compare the MU-X 4x4 automatic and the Ford spec-for-spec, the top-spec Endeavour Titanium trim costs a hefty ₹31.50 lakh. That means the Isuzu is a whole ₹5.5 lakh less. So, which SUV makes more sense?

On the outside The Endeavour looks slightly larger, while the Isuzu looks far more compact when you put the two together. The Isuzu looks the more aggressive of the two - its dark-coloured 17-inch alloy wheels look very attractive hanging below the huge wheel arches. The Endeavour's design uses neat lines and details and its aggressive presence is thanks to its sheer size and upright proportions. There's lots of chrome bits around the Ford - on the grille, on the tailgate, and on the 18-inch wheels.

On the inside The Isuzu's dash is impressive, but its hard plastics don't feel rich enough. The all-black colour scheme doesn't help lift the air much either. The Isuzu's dash sports a stylish round climate control dial though.

The Endeavour feels much more premium - its horizontally segmented dash, whose top segment is wrapped in brown faux leather with a gunmetal grey plastic insert in the middle and beige around the bottom, add to that rich feel.

The MU-X has a lot of tech on offer, but the Endeavour in Titanium spec offers a bit more. Both have touchscreens - the Isuzu's is a simple, monochrome while the Endeavour has Ford's latest Sync 3 system with a high-res colour screen, voice commands, smartphone integration. The MU-X comes with keyless

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entry and go and a 10-inch roof-mounted entertainment screen for rear passengers. The Ford additionally gets semi-auto parking assist, navigation, an electric tailgate, electric-folding third row seats, a panoramic sunroof and five more airbags.

The MU-X seats, however, are much more comfortable than the Endeavour, irrespective of where you sit in the cabin. Cushioning at the front is very comfortable, space in the middle row is immense and there's enough head and kneeroom in the spacious third row. The seating position here is decent too.

The Ford's front seats are comfortable, but are a bit flat, and cushioning all round is on the firmer side. In the middle row, there's not as much knee room or thigh support, while the third row is cramped and quite uncomfortable.

Also, the middle row doesn't flip forward, so access to the third row is tricky, but the Isuzu's seats tumble forward with just one lever pull to allow easy access. **Under their hoods** The MU-X is powered by a 177hp, 380Nm, 3.0-litre motor, which doesn't feel nearly as peppy as the Endeavour's 200hp, 470Nm 3.2-litre unit. The Isuzu motor tends to feel strained on the road, but the figures don't show this reality - the MU-X is only 1.35sec slower to 100kph. While both SUVs use pick-up-truck-sourced engines, the Isuzu makes the most noise.

Ford's noise-cancelling tech is to thank here. The Endeavour's motor is a lot more responsive - it leaps forward when you put your foot down. In the Isuzu, however, there's a bit of hesitation, followed by strain and noise initially. The gearboxes are largely why - Ford's six-speed unit works better at finding the right gear than the MU-X's five-speeder.

From behind the wheel The electric power steering of the Ford helps takes the bulk away from the car, making it easier to drive in the city. The Isuzu's steering suffers from a lot of steering shock, which doesn't occur on the Ford. Not that you should be attempting corners with these cars, but the Ford corners with much better poise thanks to a better calibrated suspension and that superb steering. The MU-X's rolls a lot and the steering, though well-weighted, doesn't inspire confidence. Move even slightly quickly over bumps and the MU-X tends to bounce around. But drive carefully, and slow down for potholes and bad roads, and the Isuzu treats you with its plush, pillow-like ride.

Which one should you buy? Both cars are quite practical. And while the only real shortcoming of the Ford is space and seat comfort in comparison to the Isuzu, in every other area, it's better than the Isuzu. It feels more luxurious inside, all the controls and equipment are more modern, it rides better overall, it handles better and it's much easier to drive. The engine is much stronger and far more refined. So, while the Isuzu appears to be value for money, if you're willing to stretch for a better all-round experience, you should.

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20 Nov 2019

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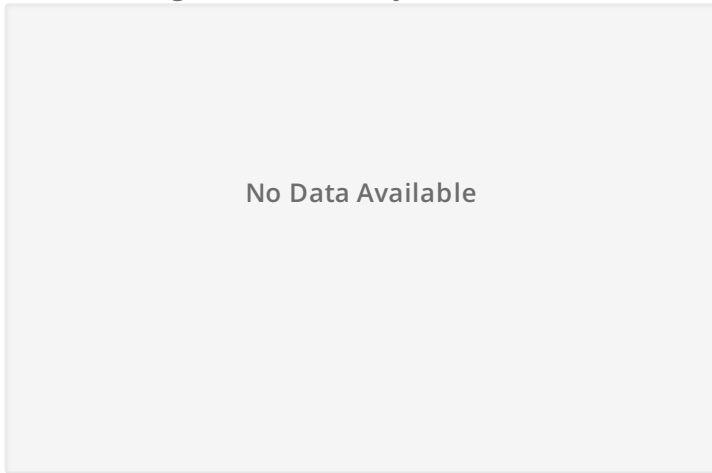
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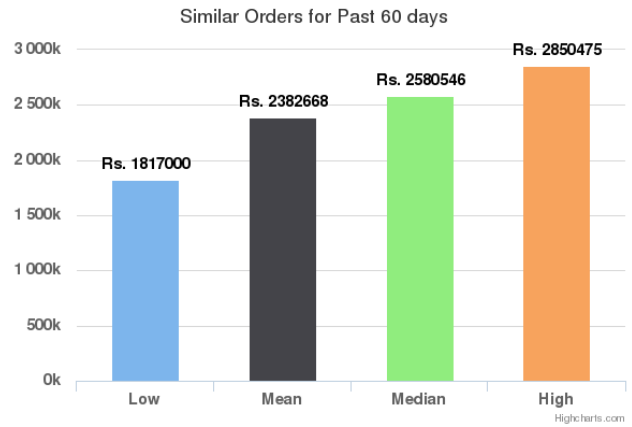
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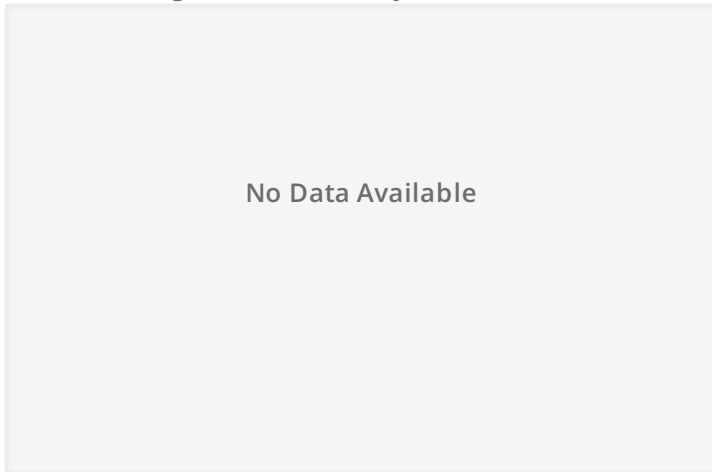
Similar Listings for Past 60 Days



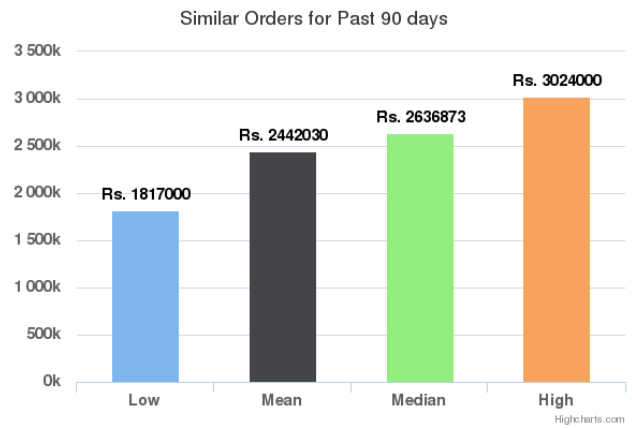
Similar Orders for Past 60 Days



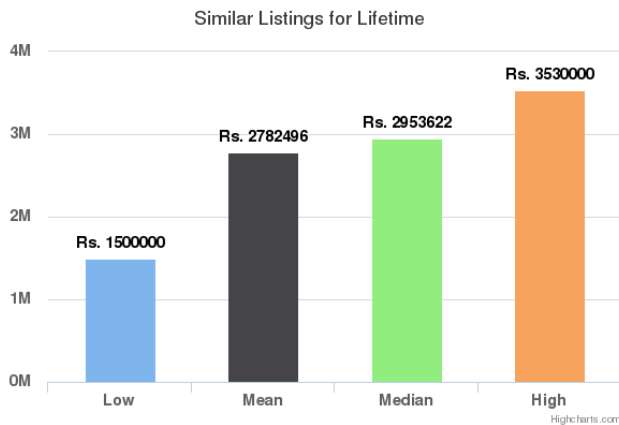
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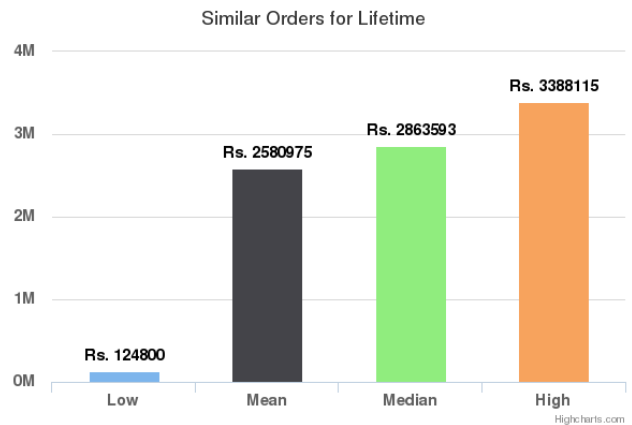
Similar Orders for Past 90 Days



Similar Listings for Lifetime



Similar Orders for Lifetime



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Component Health Check

A vehicle undergoes enormous wear and tear with time. It is often imperative to inspect and replace parts of the vehicle on a timely basis to keep it in prime condition. These aspects often go unnoticed and become real pain points with time. Use the Component Health Check for maintaining your vehicle components without any hassles. It would provide the list of parts to be inspected every subsequent year based on their age to help you find out the parts needing replacement.



*This is a suggestive list and is not based on the actual physical inspection of this vehicle

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Glossary

New Vehicle Price Now: This provides the current On-Road Price of a new vehicle of the same Make-Model-Trim

New Vehicle Price Then: This provides the On-Road Price of the vehicle at the time it was purchased in brand new condition.

Total Cost of Ownership: This provides the total cost of owning this vehicle which includes the cost of running this vehicle and its maintenance cost over the next 5 years

What Others Paid: This provides an estimated value of the price paid by others for a similar used vehicle. However, the final valuation provided might vary based on the city, condition of the car and many other factors.

Next 3 Year Depreciation of the Vehicle: This provides an estimated price that your used vehicle would fetch or an estimated price that you would have to pay for a similar vehicle over the next 3 years.

Similar Listings for Past 60 days/Past 90 days/Lifetime: This provides some data points regarding similar vehicles that have been listed on Droom in the respective duration. Low and High provide the Lowest and the Highest Values Quoted for similar vehicles whereas Mean and Median indicate the average and median values.

Similar Orders for Past 60 days/Past 90 days/Lifetime: This provides some data points regarding similar vehicles that have been sold on Droom in the respective duration. Low and High provide the Lowest and the Highest Values at which similar vehicles have been sold whereas Mean and Median indicate the average and median values.

Component Health Check: This provides a list of parts that are advised to be inspected every subsequent year based on their age. This would help you find out the parts needing maintenance/replacement.

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