The 2022 Ford Mustang Mach-E is a handsome and sporty all-electric luxury SUV. While it's not mechanically related to the standard Ford Mustang, it draws plenty of influence from Ford's icon when it comes to design and feel. It's not the fastest EV around, and there are others that offer more range (though the Mach-E's real-world range is better than advertised). But we think it offers a great combination of both performance and range, especially when you add in the well-appointed cabin and excellent in-car tech.

For 2022, the Mach-E's usable battery capacity has gone up slightly across most trims. That in turn has slightly boosted the Mach-E's range. For example, last year's California Route 1 model with rear-wheel drive had an EPA-estimated range of 305 miles on a full charge. For 2022, that's up to 314 miles. In other notable changes this year, all-wheel drive is newly available on the California edition and an Ice White Appearance package will suit those who like a triple-white color motif.

The Mach-E's rivals are capable and plentiful and include the Tesla Model Y, Chevrolet's new Bolt EUV, all-new Hyundai Ioniq 5 and Kia EV6 (they're related), Volkswagen ID.4 and Volvo XC40 Recharge. It's a competitive group, and the Mustang Mach-E certainly has some distinct advantages. Read our test team's Expert Rating below to learn more about the Mach-E's biggest hits and misses.

**How does the Mustang Mach-E drive?** The Mach-E may be a wagon-like SUV, but it delivers the speed and agility you'd expect of anything wearing a Mustang badge. We tested a Mach-E in the Premium trim with the extended-range battery and all-wheel drive. At the Edmunds test track, it zipped from 0 to 60 mph in 5.2 seconds. A few rival EVs are a little quicker (the Tesla Model Y, for instance) but overall the Mach-E, at least the version we tested, is pleasingly quick.  
  
Ford tuned the handling dynamics to make even this all-wheel-drive SUV feel more like a rear-wheel-drive sport sedan. Around turns, it's playful and engaging. You'll feel a lot of body movement in transitions, but it's composed and stable.  
  
In typical driving, the Mach-E delivers a buttery smooth experience. The regenerative braking effect works well and allows for one-pedal driving, which means you can slow down to a complete stop just by taking your foot off the accelerator. We actually prefer doing this than using the brake pedal; it's a little vague and grabby, making it hard to stop smoothly in typical driving. We hope Ford can improve the tuning with a future over-the-air software update.

**How comfortable is the Mustang Mach-E?** Highlights include a suspension that excels at soaking up large bumps in the road, a cabin that's well insulated against wind and ambient noise, and an excellent and easy-to-use climate control system. The available seat and steering wheel heaters get toasty pretty quick, though we'd welcome the option of seat ventilation for warmer climates.  
  
The seats are pretty comfortable, with padding that feels as soft and cushy as memory foam but breathes better. But the seats lack a few key adjustments, such as a lower thigh cushion extender for longer-legged drivers. There's very little lateral support holding you in place. Unfortunately, seats with more adjustments are not available.

**How’s the tech?** The Mach-E nails its interior tech. We like the big 15.5-inch center touchscreen that's supported by physical controls, such a volume knob. Unlike the Model Y, Apple CarPlay and Android Auto smartphone integration is present and also wireless (though you can still connect through USB cord). Ford's onboard navigation system is responsive and cleanly designed, but not so overly minimalistic like some competitor systems.  
  
The Premium trim includes an excellent 10-speaker Bang & Olufsen sound system that creates a rich sound environment, with access to AM/FM and XM satellite radio. Our tester also included a comprehensive suite of advanced driver aids including adaptive cruise control, lane centering, blind-spot monitoring and 360-degree cameras. It was an early production prototype, so a few of the aids were unavailable, but the ones that worked worked very well.

**How are the range and efficiency?** [Editor's note: The following comes from our testing of a 2021 Mustang Mach-E. EPA-estimated range increased slightly starting for 2022 but the following test results are still broadly applicable.] The range estimate for a 2021 all-wheel-drive Mach-E with the extended-range battery is 270 miles with an efficiency of 37 kWh of battery power used per 100 miles. Both of those figures are average for a luxury EV.  
  
In Edmunds' real-world range testing, the Mach-E was more efficient, using 33.1 kWh per 100 miles (remember that with an EV the lower the figure the better). It also outperformed its EPA-estimated range, going 304 miles on a full battery. Most EVs have exceeded their EPA estimates in our testing, with the notable exception of Tesla's vehicles.  
  
Ford says the Mach-E can add up to 61 miles in as little as 10 minutes, or go from 10% to 80% battery charge in 45 minutes, with a 150-kW DC fast charger. Ford is also selling its own Connected Charge home charging station. Similar in concept to Tesla's Wall Connector, it's a high-powered charger that you can use to add up to 30 miles of charge per hour.