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There are five finishes on Rogue and four on The Escape, giving customers plenty of options for more customization. Powertrain These two cars are respectable in performance. The rogue is definitely more suited to everyday commuting and road trips than pulling heavy loads or doing serious roadless. Escape does a better job of handling yourself in tough conditions. This is especially true with a high-quality titanium model, as it has a large engine. Powered by a 2.5-liter four-cylinder engine, the standard Rogue can generate 170 horsepower and 175 pound-feet of torque. In hybrid versions, the 2.0-liter four-cylinder engine is paired with an electric motor. The gas engine is fully responsible for the 141 horsepower, and the electric motor kicks things up to a net total of 176 horsepower. The torque is slightly smaller at 144 lb-ft. At Nissan, the Hill Start Assist makes it easier to speed out of a stop when the vehicle is on a slope. The Xtronic continuously variable gearbox comes with a sporty shift mode so drivers can feel even more control over engine performance. Rogue numbers are on par with those in the base Model Ford Escape. Escape's 2.5-liter IVCT engine produces 168 horsepower. When switching to SE and SEL trim, the engine switches to the 1.5-liter EcoBoost, which gets 179 horsepower. This engine has an automatic start and stop to prevent unnecessary gas consumption while idling right. This automatic start-and-stop feature is also present in Escape Titanium, which works The 2.0-liter Twin Scroll EcoBoost engine runs all the way up to 245 horsepower. The Twin Scroll engine can hold its own in terms of towing capacity. It can pull up to 3,500 pounds when the SUV is equipped with a matching trailer towing package. At SE and SEL, the towing capacity is still pretty strong compared to the rest of the part compact SUV market, at 2,000 pounds. The basic Model S has a towing capacity of 1,500 pounds, which is much closer to the roughly 1,100 pounds that the Rogue can haul. Each of these Ford engines operates with a six-speed automatic transmission with SelectShift Capability. Curve and traction management, along with bank stability management, are standard options that help maintain stability. For all robbers, AWD is an option. Escape, on the other hand, has only the 4WD option on SE, SEL and titanium finishes. Fuel economy is an important factor for many drivers. The rogue gets an estimated 26/33 (city/highway) mpg in FWD vehicles and an estimated 25/32 mpg in AWD vehicles. Hybrids are better at 33/35 mpg with FWD and 31/34 with AWD. In escape, the S gets 21/29 mpg, THE SE and SEL gets 23/30 mpg or 22/28 mpg if they have a 4WD, and titanium gets 22/29 mpg. Both cars are equipped with anti-lock brakes that are built to keep people from skidding when they depress the brakes. Nissan has an electronic braking power distribution and intelligent engine braking for a smoother and safer slowdown. At Ford, there is a brake assistance system to achieve the same results. Drivability The 2019 Rogue measures 184.5 in length, 72.4 in width, and 68 in height. The driver's and front passenger's foot room is 43 inches and the back row is 37.9 inches. Behind these seats, there is 39.3 cubic feet of space, and that can expand to 70 cubic feet by folding the rear seats down. These numbers are somewhat larger than those seen in the escape. Escape has 34 dedicated cubic feet of cargo space and 68 cubic feet of storage capacity when the rear seats are lowered. This makes sense given that it measures 178 x 75 x 66, making it just a touch less than Rogue. The front legroom is almost identical to the Rogue room, at 43.1 inches. In the back, things are a little tougher, with 37.3 inches of legroom for passengers. For this type of vehicle and from these brands, drivers expect certain things like power windows and locks, cruise control, effective climate control, internal lighting, and training. They will definitely get all these things either in Rogue or Escape. Several differences in finishes are that the SL and SV finishes on Rogue have a launch button, a remote engine start system, adaptive cruise control, and automatic dimming of rear-view mirrors. The S has a six-fold adjustable driver's seat and a four-seater adjustable front passenger seat, both manual. Other finishes have heated and adjustable power front seats and leather seats in both rows. In Escape, there are more differences given the four different finishes The S has basic features such as a single temperature zone compared to the dual zone automatic system that other finishes have. Other finishes come standard with remote-launched, intelligent, schemeless ischemic and start the button. Small details, such as chrome door levers and additional panoramic hatches, can affect the overall design of the cabin. Given that technology is king in this era, it is important to look at infotainment systems in both vehicles. Rogue includes Apple CarPlay, Android Auto, Bluetooth and SiriusXM Radio features as standard features. The audio system comes with four, six or nine speakers depending on the finish. This nine-degree system is made by Bose and includes double vufers, making it ideal for those who appreciate the high quality of the sound. In addition, Rogue has an auxiliary connector for input, two USB ports for charging and connecting, steering wheel installed controls, and volume adjustment that can automatically adjust the speed. All music playback and smartphone integrated controls can be accessed through the touch screen. Voice recognition and built-in navigation are included in higher finishes. Escape starts with a six-speaker system in the S and moves to Sony's 10-speaker system in titanium. Integration with smartphones is done through the SYNC system. Phone calls can be made and downloaded music can be played through the vehicle. On the SE and ever higher finishes, the sync 3 system is enabled along with FordPass Connect and SiriusXM Satellite Radio. SYNC is a voice activation system that connects to the phone, and SYNC 3 does more, bringing in Amazon's Alexa and Android Auto. FordPass Connect allows the vehicle to act as a WiFi hotspot and provides last-minute traffic information when activating navigation. It also gives drivers the ability to control their car, even if they are not in it, using the downloaded FordPass app. An integrated navigation system is activated in Titan. Safety To keep drivers informed of what's behind them, Nissan has built a Rogue with a rear-view monitor. It upgraded to intelligent around View Monitor's SL, giving people a great perspective when taking their way around tight spaces. As you'd expect, a full set of security waves is included in Rogue, including in rooftops and side impact components. Escape has a similar airbag system, ready to activate in case of any impact. Side airbags are built as part of a safety canopy system that can come into play in tipping or hitting the side. Rogue comes standard with a blind spot warning system to indicate the presence of other vehicles, as well as an intelligent lane intervention feature that keeps vehicles in the middle. Other standard features are automatic emergency with pedestrian detection and rear-facing traffic alerts, both of which are designed to alert people or even take over if a collision is predicted. With a higher finish, there is also rear automatic braking that can come in handy when you can't see that You're very good. With Ford cars, the driver assistance package is part of the Ford Co-Pilot 360 Suite. It includes a backup camera that is turned on when the vehicle is in reverse, automatic high-speed lights, and a driver monitoring system. In addition, there is a lane maintenance feature, a blind zone monitoring package that includes a rear cross-traffic alert, and automatic emergency braking. This emergency braking, as with Rogue, can detect pedestrians on the way and take corrective action. However, not all shoots have all these advantages. The S only has a rear-view camera, while other finishes come with the option to incorporate these premium features rather than have them as standard components. Safety is often associated with safety, and ESCAPE SEL and higher finishes have the door keyboards that the brand is known for. In particular, it is a Keyboard SecuriCode without a key. These vehicles also come with perimeter alarms that work to prevent theft or tampering. Which has the best value of the 2019 Nissan Rogue starts at \$25,020. The SV starts at \$26,440, with a hybrid version of the SV starting at \$27,700. SL starts at \$31,490, and SL Hybrid is priced at \$31,640. For any of these models, expect to pay a little more for the AWD version. At purely a matchup price point, Escape edges out Rogue. 2019 Ford Escapes have basic MSRPs of \$24,105. That number jumps to \$26,500 with SE and \$28,445 with SEL. Titan, like Rogue SL, crosses the \$30,000 mark, coming in at \$32,620 to start. For both models, it's relatively simple because there aren't too many finishes to suppress the decision-making process. It is basically a low, medium and high range of internal and external components. A notable factor with the Ford Escape is the engine change. Drivers considering Escape will have to take into account performance as well as convenience, comfort and technology. What's better? If brand loyalty doesn't affect whether a Rogue or Escape driver buys, it can lead to several differences. Rogue is a bit bigger, making things more convenient for carrying gear and passengers, while at the same time getting better gas mileage on average. Escape is more durable than its competitor and can be used to transport equipment: he can be seen as the younger brother of a capable explorer who is very much at home in more extreme situations. With the technology, Ford hangs on to its SYNC system, and while it's easy to use, some customers may prefer to have the standard Android Auto or Apple CarPlay they're used to. Overall, the two are similar on many levels, so it all comes down to whether one prefers the Nissan Rogue style or the more powerful look of the Ford Escape. Escape.

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