

# MKZ offers up a very quiet, smooth ride

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(11.1 cu ft) on the Hybrid.

Driving from Halifax up to the Northumberland Strait was done in the rain and what I noticed was the lack of tire sizzle (sound which comes from tread on a wet pavement) showing the Lincoln engineers really worked on audible intrusion into the cabin. This is partly due to active noise cancellation technology.

A segment of Lincoln Drive Control is an adaptive suspension damping that measures speed, steering angle and body movement to continuously adjust damping to requirements.

Weighing in at 1,756 kg (3,871 lb) the Hybrid Reserve's performance was more than adequate, but passing had to be well planned.

However, on the way back with the AWD, the MKZ Reserve tracked well on the combination of two-lane blacktop and Trans Canada Highway with plenty of power for all surfaces.

Sight lines are good in spite of the high windowsill line.

The quality of the panel fit inside and

out is exceptional.

Both testers had the optional 20-speaker Revel Ultima Audio System that has to be heard to be appreciated. I noted the doors were specially designed to house the speakers.

Standard on the MKZ is the SYNC 3 infotainment system with optional voice-activated navigation.

Newly available to SYNC 3 are the Multicontour front seats with Active Motion. These heated and cooled seats has customizable air cushions adjustable for changing seat and back shapes or get this a gentle lumbar massage and dialed in by using the SYNC 3 centre touchscreen.

There is no doubt Lincoln is on the road to raising its profile to take its place with other premium luxury sedans with the 2017 MKZ and MKZ Hybrid leading the way.

**PRICE: (Starting prices) MKZ Select and MKZ Hybrid Select, \$42,000; MKZ Reserve and MKZ Hybrid Reserve, \$46,000 not including \$1,900 shipping fee.**

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