

Ford Ranger

62 OVERALL SCORE
The Ranger midsize pickup truck offers the latest entertainment and safety technologies, but its ride is stiff and choppy.



\$25,500-\$39,465
RELIABILITY ↑ SATISFACTION ↓
ROAD-TEST SCORE 55 MPG 20

Handling is clumsy, and at low speeds its engine noise is quite pronounced. The 2.3-liter turbocharged four-cylinder engine is mated to a 10-speed automatic transmission. This combination makes the Ranger responsive. The optional Sync 3 infotainment system is easy to use, but other controls aren't as well-designed. It can be hard to get in because of the high floor. There are two cab configurations: an extended cab and a crew cab. The Tremor package includes special off-road suspension components. FCW and AEB are standard. BSW and RCTW are optional on the base XL trim but standard on others.

Genesis GV70

64 OVERALL SCORE
The GV70 more than holds its own in the compact luxury SUV segment as a legitimate competitor to the Audi Q5 and BMW X3.



\$41,000-\$52,600
RELIABILITY ↓ SATISFACTION ↑
ROAD-TEST SCORE 82 MPG 24

The standard 2.5-liter turbocharged four-cylinder engine is punchy and polished, and yields a competitive 24 mpg overall. The optional 375-hp turbocharged V6 is even smoother, but it seems unnecessary, given the base engine's strong performance. The GV70 is taut and agile, and handles more like a sports sedan than an SUV, yet the ride is pliant and composed. All-wheel drive is standard. The lavishly furnished cabin is impressive, and the seats are comfortable and supportive. Despite the swoopy styling, rear-seat room is decent, but rear visibility is hampered. The controls are unintuitive and distracting, including the rotary gear selector. Many active safety and driver assistance features are standard.

Make + Model	Overall Score	Survey Results		Road-Test Results											Active Safety Features				
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Seat comfort front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-manuever speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + duffels/cargo volume, cu. ft.	FCW	AEB Pedestrian	AEB Highway	BSW
✓ Honda Ridgeline 3.5L	82	↑	↑	83	20	↑ / ↓	↑	↑	↑	↑	↓	53.5	7.3	134	NR	S	S	S	0
✓ Ford Ranger 2.3T	62	↑	↓	55	20	↓ / ↓	↓	↓	↓	↓	↓	47.0	7.4	143	NR	S	S	S	0
Nissan Frontier 3.8L	54	↓	↑	67	18	↓ / ↓	↑	↓	↓	↓	↓	52.0	7.5	128	NR	S	S	S	0
Toyota Tacoma 3.5L	51	↓	↓	42	19	↓ / ↓	↑	↓	↓	↓	↓	46.0	8.2	146	NR	S	S	S	0
Chevrolet Colorado 3.6L	45	↓	↓	61	18	↓ / ↓	↑	↓	↓	↓	↓	48.5	7.5	132	NR	0	-	-	-
GMC Canyon 3.6L	45	↓	↓	61	18	↓ / ↓	↑	↓	↓	↓	↓	48.5	7.5	132	NR	0	-	-	-
Chevrolet Colorado 2.8D	44	↓	↓	60	24	↓ / ↓	↑	↓	↓	↓	↓	49.0	10.3	134	NR	0	-	-	-
GMC Canyon 2.8D	44	↓	↓	60	24	↓ / ↓	↑	↓	↓	↓	↓	49.0	10.3	134	NR	0	-	-	-
Jeep Gladiator 3.6L	38	↓	↑	52	18	↓ / ↓	↑	↓	↓	↓	↓	49.5	7.8	135	NR	0	-	0	0

New Model Prediction ▶	Ranger	Ford Taurus	Genesis G70	Genesis G80	Genesis GV80
	'16 '17 '18 '19 '20 '21	'14 '15 '16 '17 '18 '19 '20 '21	'14 '15 '16 '17 '18 '19 '20 '21	'14 '15 '16 '17 '18 '19 '20 '21	'14 '15 '16 '17 '18 '19 '20 '21
Overall Reliability	↓ ↑ ↑	↓ ↓ * * * *	↓ * *	↓ ↓ ↓ * *	↓ ↓
Engine, Major	↑ ↑ ↑	↑ ↓ * * * *	↑ * *	↓ ↓ ↓ * *	↑ ↑
Engine, Minor	↑ ↑ ↑	↑ ↓ * * * *	↑ * *	↑ ↑ ↑ * *	↑ ↑
Engine, Cooling	↑ ↑ ↑	↑ ↓ * * * *	↑ * *	↓ ↓ ↓ * *	↑ ↑
Transmission, Major	↑ ↑ ↑	↑ * * * *	↑ * *	↓ ↓ ↓ * *	↑ ↓
Transmission, Minor	↓ ↓ ↓	↑ * * * *	↑ * *	↑ ↑ ↑ * *	↑ ↓
Drive System	↓ ↓ ↓	↑ * * * *	↓ * *	↑ ↑ ↑ * *	↓ ↓
Fuel System	↑ ↑ ↑	↑ * * * *	↑ * *	↑ ↑ ↑ * *	↑ ↑
Electrical	↑ ↑ ↑	↑ * * * *	↓ * *	↑ ↑ ↑ * *	↑ ↑
Climate System	↑ ↑ ↑	↓ ↓ * * * *	↓ * *	↓ ↓ ↓ * *	↑ ↑
Suspension	↓ ↓ ↓	↓ ↓ * * * *	↑ * *	↑ ↑ ↑ * *	↑ ↑
Brakes	↑ ↑ ↑	↓ ↓ * * * *	↑ * *	↑ ↑ ↑ * *	↑ ↓
Exhaust	↑ ↑ ↑	↑ * * * *	↑ * *	↑ ↑ ↑ * *	↑ ↑
Paint/Trim	↑ ↑ ↑	↑ * * * *	↓ * *	↑ ↑ ↑ * *	↑ ↑
Noises/Leaks	↓ ↓ ↓	↑ * * * *	↑ * *	↑ ↑ ↑ * *	↑ ↑
Body Hardware	↑ ↑ ↑	↑ * * * *	↑ * *	↑ ↑ ↑ * *	↑ ↑
Power Equipment	↑ ↑ ↑	↑ * * * *	↑ * *	↑ ↑ ↑ * *	↑ ↑
In-Car Electronics	↓ ↓ ↓	↓ * * * *	↑ * *	↓ ↓ ↓ * *	↓ ↓