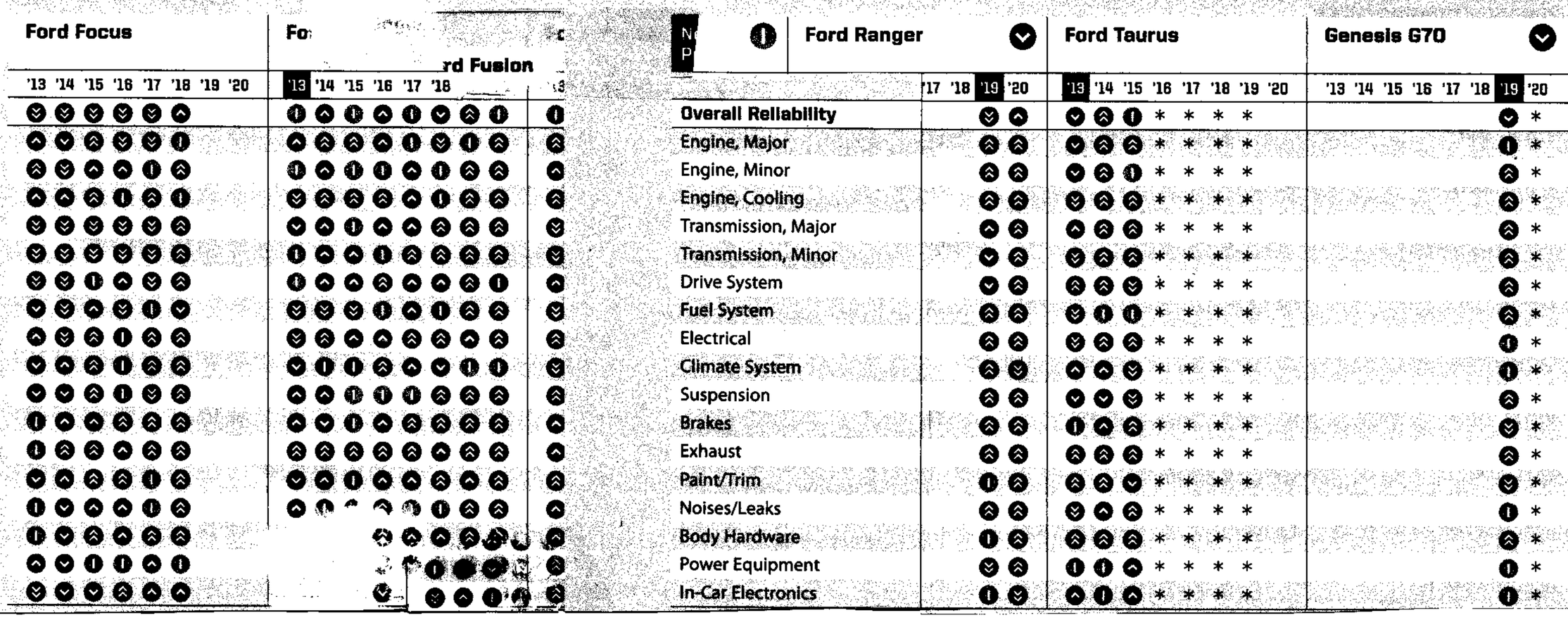

Make + Model	Overall Score	Survey Results: Predicted reliability	Survey Results: Owner satisfaction	Road-Test Results: Road-test score	Overall mpg	Seat comfort, front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + duffels/ Cargo volume, cu. ft.	Active Safety Features: FCW	AEB, pedestrian	AEB, highway	BSW
Honda Ridgeline 3.5L	80			83	20	/						53.5	7.3	134	NR	S	S	S	O
Jeep Gladiator 3.6L	65			52	18	/						49.5	7.8	135	NR	O	–	O	O
Toyota Tacoma 3.5L	51			42	19	/						46.0	8.2	146	NR	S	S	S	O
Ford Ranger 2.3T	46			55	20	/						47.0	7.4	143	NR	S	S	S	O
Chevrolet Colorado 3.6L	44			61	18	/						48.5	7.5	132	NR	O	–	–	–
GMC Canyon 3.6L	44			61	18	/						48.5	7.5	132	NR	O	–	–	–
Chevrolet Colorado 2.8D	43			60	24	/						49.0	10.3	134	NR	O	–	–	–
GMC Canyon 2.8D	43			60	24	/						49.0	10.3	134	NR	O	–	–	–

Ford Ranger

46 OVERALL SCORE

$24,820-$38,785

RELIABILITY SATISFACTION

ROAD-TEST SCORE **55** MPG **20**

The Ranger compact pickup truck offers the latest entertainment and safety technologies, but its ride is stiff and choppy. Handling is clumsy, and at low speeds the 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. New for 2021 is the Tremor package, which includes special off-road suspension components. AEB is standard.