

2019 FORD RANGER XLT SUPERCREW 4X4

PRICE
AS TESTED **\$41,725**
BASE \$35,310

VEHICLE TYPE: front-engine, rear-/4-wheel-drive, 5-passenger, 4-door pickup
OPTIONS: Equipment Group 302A, \$2800; FX4 Off-Road package, \$1295; 18-inch wheels, \$895; Technology package, \$795; spray-in bedliner, \$495; all-weather floor mats, \$135
AUDIO SYSTEM: satellite radio, USB and Bluetooth-audio inputs, Android Auto and Apple CarPlay interfaces, 6 speakers

ENGINE

turbocharged and intercooled inline-4, aluminum block and head
BORE X STROKE 3.44 x 3.70 in, 87.5 x 94.0 mm
DISPLACEMENT 138 cu in, 2261 cc
COMPRESSION RATIO 10.0:1
FUEL DELIVERY direct injection
TURBOCHARGER BorgWarner B03
MAXIMUM BOOST PRESSURE 19.0 psi
VALVE GEAR: double overhead cams, 4 valves per cylinder, variable intake- and exhaust-valve timing
REDLINE/FUEL CUTOFF 6500/6500 rpm
POWER **270 hp @ 5500 rpm**
TORQUE **310 lb-ft @ 3000 rpm**

DRIVETRAIN

TRANSMISSION: 10-speed automatic with manual shifting mode

FINAL-DRIVE RATIO 3.73:1
4-WHEEL-DRIVE SYSTEM: part-time 2-speed with a locking rear differential
TRANSFER-GEAR RATIOS (LOW/HIGH) 2.72:1/1.00:1

GEAR	RATIO	MPH PER 1000 RPM (low/high)	MAX SPEED IN GEAR (rpm) (low/high)
1	4.70	1.8/5.0	12/33 mph (6500/6500)
2	2.99	2.9/7.9	19/51 mph (6500/6500)
3	2.15	4.0/11.0	26/72 mph (6500/6500)
4	1.77	4.9/13.3	32/86 mph (6500/6500)
5	1.52	5.7/15.5	37/101 mph (6500/6500)
6	1.28	6.8/18.5	40/110 mph (5900/5950)
7	1.00	8.7/23.6	40/110 mph (4600/4650)
8	0.85	10.2/27.8	40/110 mph (3900/3950)
9	0.69	12.6/34.2	40/110 mph (3200/3200)
10	0.64	13.6/36.9	40/110 mph (2950/3000)

CHASSIS

full-length frame
BODY MATERIAL: steel and aluminum stampings

STEERING

rack-and-pinion with variable electric power assist
RATIO 17.7:1
URNS LOCK-TO-LOCK 3.2
TURNING CIRCLE CURB-TO-CURB 42.0 ft

SUSPENSION

F: ind, unequal-length control arms, coil springs, anti-roll bar
R: rigid axle, leaf springs

BRAKES

F: 12.2- x 1.3-in vented disc, 2-piston sliding caliper
R: 12.1- x 0.9-in vented disc, 1-piston sliding caliper
STABILITY CONTROL fully defeatable, partially defeatable, traction off

WHEELS AND TIRES

WHEEL SIZE 8.0 x 18 in
WHEEL CONSTRUCTION cast aluminum
TIRES: Hankook Dynapro AT-M 265/60R-18 110T

EXTERIOR DIMENSIONS

WHEELBASE 126.8 in
LENGTH 210.8 in
WIDTH 73.3 in
HEIGHT 71.5 in
FRONT TRACK 61.4 in
REAR TRACK 61.4 in
APPROACH ANGLE 28.7 deg
BREAKOVER ANGLE 21.5 deg
DEPARTURE ANGLE 25.4 deg
WATER-FORDING DEPTH 23.6 in
GROUND CLEARANCE 8.9 in

CARGO-BOX DIMENSIONS

LENGTH 61.0 in
MINIMUM WIDTH 44.8 in
HEIGHT 20.8 in
VOLUME 43 cu ft

INTERIOR DIMENSIONS

PASSENGER VOLUME **F:** 52 cu ft* **R:** 43 cu ft

CAR AND DRIVER TEST RESULTS

ACCELERATION

ZERO TO SECONDS
30 MPH 2.4
40 MPH 3.5
50 MPH 5.0
60 MPH 6.5

70 MPH 8.4
80 MPH 10.8
90 MPH 13.9
100 MPH 17.5
ROLLING START, 5-60 MPH 7.1
TOP GEAR, 30-50 MPH 3.6
TOP GEAR, 50-70 MPH 4.6
1/4-MILE **15.0 sec @ 93 mph**
TOP SPEED 110 mph (gov ltd)

HANDLING

ROADHOLDING, 300-FT-DIA SKIDPAD **0.78 g**
UNDERSTEER moderate

BRAKING, 70 TO ZERO MPH

SHORTEST STOP **190 ft**
LONGEST STOP 198 ft
FADE RATING none

WEIGHT

CURB **4536 lb**
PER HORSEPOWER 16.8 lb
DISTRIBUTION **F:** 57.3% **R:** 42.7%
TOWING CAPACITY 3500 lb

FUEL

CAPACITY 18.0 gal
OCTANE 87
EPA COMBINED/CITY/HWY 22/20/24 mpg
C/D OBSERVED **16 mpg**

INTERIOR SOUND LEVEL

IDLE 39 dBA
FULL THROTTLE 76 dBA
70-MPH CRUISING 68 dBA

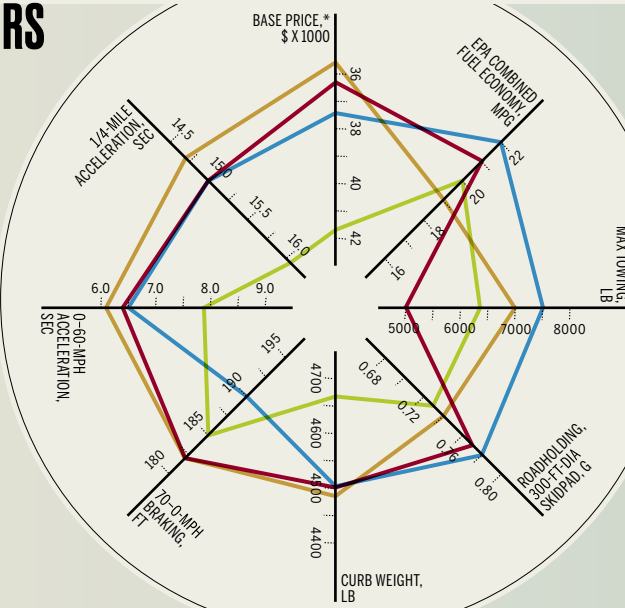
*C/D est.

COMPETITORS

Ford's four-cylinder pickup holds its own against the six-cylinder competition.

- CHEVROLET COLORADO CREW CAB 4WD**
308-HP 3.6-L V-6, 8-SP AUTO
- FORD RANGER SUPERCREW 4X4**
270-HP 2.3-L I-4, 10-SP AUTO
- HONDA RIDGELINE AWD**
280-HP 3.5-L V-6, 6-SP AUTO
- TOYOTA TACOMA DOUBLE CAB 4X4**
278-HP 3.5-L V-6, 6-SP AUTO

*Includes performance-enhancing options.



Shell
V-Power
NITRO+
 Premium Gasoline
 The Official Fuel of
CAR AND DRIVER