

## Ranger Gets a Redesign

### Sensibly Sized Pickup Redesigned for 2024 Model Year

By Derek Price

CARGAZING.COM

In an era where trucks seem to be ballooning in size, price and thirst, the redesigned 2024 Ford Ranger delivers a refreshing dose of sensibility.

After spending a week with the new Ranger XLT SuperCrew, it's clear this midsize pickup hits a sweet spot for many buyers, offering genuine capability and comfort without the city-unfriendly bulk of its full-size F-150 and heavy-duty F-250 siblings.

The specific Ranger I tested, an XLT SuperCrew 4x2 model, came well-equipped with options including Ford's advanced trailering tech suite, spray-in bedliner and locking rear differential. At \$43,339 as-tested, it represents a solid value for buyers seeking a versatile daily driver with the chops to handle weekend adventures.

Slipping behind the wheel, the Ranger immediately feels more maneuverable and wieldy than its larger brethren. While still a sizable vehicle, it's far easier to navigate through tight urban streets and crowded parking lots. The steering is light, although a bit rubbery feeling, and the truck's relatively tidy dimensions inspire confidence in close quarters.

On the open road, the Ranger's revised suspension



Sporting a bold look with C-clamp lighting signatures and a rugged stance, the newly redesigned 2024 Ford Ranger strikes a commanding presence.

delivers a generally smooth and composed ride. Rough patches of tarmac are dispatched with minimal fuss, though undulating highway stretches can induce some bounciness.

It's a noticeable improvement over the outgoing model but stops short of delivering a truly serene experience.

Where the Ranger truly shines is under the hood. The standard 2.3-liter EcoBoost four-cylinder engine is an absolute gem, churning out a stout 270 horsepower and 310 lb-ft of torque. Paired with a responsive 10-speed automatic transmission, this powertrain imbues the

Ranger with effortless pulling power reminiscent of V8 engines from yesteryear.

Passing maneuvers are dispatched with ease, and

the truck never feels overwhelmed, even when fully loaded.

Fuel economy is respectable if not class-leading,

with the 4x2 model returning an EPA-estimated 21 mpg city and 25 mpg highway. Those figures best the full-size F-150 and represent a significant advantage for buyers who rack up serious miles.

Inside, the Ranger's redesigned cabin impresses with its solid build quality and intuitive layout. The XLT trim's materials feel substantial and well-assembled, while the available 12-inch SYNC4 infotainment system is a breeze to operate. Clever storage solutions abound, from the spacious center console bin to the under-seat rear cargo cubbies.

Out back, the Ranger's bed offers ample space for hauling duties, with over four feet of width between the wheel wells. Available features like the integrated box side step and bed lighting make accessing cargo a

snap, while the included spray-in bedliner and available 400-watt power outlet boost versatility.

For those who tow, the Ranger offers a robust suite of trailering aids. The XLT tester came equipped with Ford's Pro Trailer Backup Assist and Trailer Reverse Guidance, which use cameras to provide a 360-degree view and coached guidance when maneuvering a trailer. It's an invaluable asset for novice and experienced haulers alike.

In a segment that's grown increasingly crowded, the Ranger stands out as a well-rounded, highly capable option. It may not boast the most extreme off-road prowess or outright towing capacity, but for the majority of buyers, it delivers an ideal blend of everyday livability, stout performance and sensible size.

#### AT A GLANCE

##### What was tested?

2024 Ford Ranger SuperCrew 4x2 XLT (\$36,210). Options: Equipment Group 301A (\$945), premium paint (\$495), 3.73 locking differential (\$420), advanced tow and tech package (\$2,305), all weather floor mats (\$200), box side step (\$215), key pad (\$95), spray-in bed liner (\$495). Price as tested (including \$1,959 destination charge): \$43,339

##### By The Numbers

Wheelbase: 128.7 in.  
Length: 210.6 in.  
Width: 86.7 in.  
Height: 74.4 in.  
Engine: 2.3-liter turbocharged four cylinder (270 horsepower, 310 ft. lbs. torque)  
Transmission: 10-speed automatic  
Fuel economy: 21 city, 25 highway

##### RATINGS

Style: 8  
Performance: 6  
Price: 7  
Handling: 5  
Ride: 6  
Comfort: 7  
Quality: 6  
Overall: 7

##### Why buy it?

With its ideal blend of capability, comfort and manageable size, the Ranger is the sensibly proportioned pickup for buyers seeking a versatile daily driver with the chops for weekend adventures.



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On the open road, the Ranger's revised suspension delivers a generally smooth and composed ride. Rough patches of tarmac are dispatched with minimal fuss, though



The Ranger's redesigned cabin impresses with premium materials, thoughtful storage solutions and an available 12-inch SYNC4 infotainment system.

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#### A CLOSER LOOK



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FACTS, FIGURES AND RATINGS

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