Power For Uncertain Times

F-150 Hybrid Brings Thrift, Comfort and a Built-In Generator

By Derek Price
CARGAZING.COM

Life feels uncertain right now, with technology changing faster than human beings can absorb it.

Aircraft get grounded for technical problems. Bank websites go dark, and many people blame artificial intelligence for the trouble. They might be right.

So when the power went out for about an hour in my small Texas town, the first thing many local folks wondered was whether the techpocalypse had finally hit.

Did the Russians or Iranians hack our electric cooperative? Did a rogue AI agent escape a San Francisco supercomputer, or had World War III finally started?

It turned out to be none of those things, but it highlighted how fragile the world feels. Fortunately, a little comfort blanket was sitting in my driveway at the time: a Ford F-150 hybrid with 7.2 kilowatts of power available, just in case civilization was slow to return.

I'm not a prepper, but this truck made me feel like one.

The feature is called Pro Power Onboard, an $850 option on the King Ranch tester that turns the hybrid system into a generator with outlets in the bed. It can keep modern life going in remote places, on busy worksites or during natural disasters and power outages.



With its squared-off body, upright grille and tall stance, the 2026 Ford F-150 has a familiar look that's made it a fixture on American roads and job sites.

The F-150 is reassuring for a simpler reason, too. It's a Ford pickup, a staple of American roads and workplaces that has changed with the times and feels thoroughly modern as a result.

The PowerBoost hybrid V6 in this truck makes 430 horsepower and 570 pound-feet of torque, and it gets truly amazing gas mileage for a full-size pickup. It's rated for 22 mpg in the city and 24 on the highway, which works out to roughly 700 miles from its 30.6-gallon tank.

Granted, that impression was sweetened because the gas-guzzling Ranger Raptor I tested a week earlier makes any vehicle that follows it seem like a Prius.

It's not slow, either, despite feeling heavy from the driver's seat. It scoots along nicely and easily chirps the tires when you're not expecting it. Properly equipped, the hybrid can tow up to 11,600 pounds, according to Ford.

The cabin is huge, with lots of room for stretching out on road trips, and the storage is even more impressive.

Full-size cups fit in the front door pockets, and roomy cubbies are everywhere for stashing your stuff and getting work done, a layout that's thoughtful and not just voluminous.

I also love the possibilities. With eight trim levels, six engines and a long list of equipment, you can configure an F-150 for almost any job, which is a big reason it sells so well.

Like all full-size trucks these days, it isn't cheap. Ford pats itself on the back for selling a King Ranch that starts under $70,000. Good for them, but this one came to $81,115 with options.

That's a lot of money for the average American family. Base versions that start around $40,000 are more palatable.

The complaints are minor, starting with seats that are firmer than I'd like in a luxury-trim truck. Some of the materials aren't as nice as you'll find in a comparable Ram, either.

Still, I really like this truck, assuming buyers need its full-size power and capability. After a week with it, I see why it's so popular.

AT A GLANCE

WHAT WAS TESTED?
2026 Ford F-150 King Ranch SuperCrew 4x4 ($69,625). Options: Hybrid powertrain ($1,340), Pro Power Onboard 7.2 kW ($850), moonroof ($1,495), premium paint ($995), accessories and subscriptions ($4,215). Price as tested (including $2,595 destination charge): $81,115

BY THE NUMBERS
Wheelbase: 145.4 in.
Length: 232.0 in.
Width: 79.9 in.
Height: 77.1 in.
Engine: 3.5-liter twin-turbocharged hybrid V6 (430 hp, 570 lb.-ft.)
Transmission: 10-speed automatic
MPG: 22 city, 24 highway

RATINGS
Style: 8
Performance: 9
Price: 6
Handling: 7
Ride: 7
Comfort: 8
Quality: 7
Overall: 8

WHY BUY IT?
The F-150 hybrid combines full-size capability, impressive fuel economy, a roomy and thoughtful cabin and a built-in generator for when the power goes out.



With its squared-off body, upright grille and tall stance, the 2026 Ford F-150 has a familiar look that's made it a fixture on American roads and job sites.

Power For Uncertain Times

F-150 Hybrid Brings Thrift, Comfort and a Built-In Generator

By Derek Price
CARGAZING.COM

Life feels uncertain right now, with technology changing faster than human beings can absorb it.

Aircraft get grounded for technical problems. Bank websites go dark, and many people blame artificial intelligence for the trouble. They might be right.

So when the power went out for about an hour in my small Texas town, the first thing many local folks wondered was whether the techpocalypse had finally hit. Did the Russians or Iranians hack our electric cooperative? Did a rogue AI agent escape a San Francisco supercomputer, or had World War III finally started?

It turned out to be none of those things, but it highlighted how fragile the world feels. Fortunately, a little comfort blanket was sitting in my driveway at the time: a Ford F-150 hybrid with 7.2 kilowatts of power available, just in case civilization was slow to return.

I'm not a prepper, but this truck made me feel like one.

The feature is called Pro Power Onboard, an $850 option on the King Ranch tester that turns the hybrid system into a generator with outlets in the bed. It can keep modern life going in remote places, on busy worksites or during natural disasters and power outages.



Inside, the F-150 has a 12-inch touchscreen, a fold-flat work surface and spacious storage, including front-door pockets sized for large cups.

The F-150 is reassuring for a simpler reason, too. It's a Ford pickup, a staple of American roads and workplaces that has changed with the times and feels thoroughly modern as a result.

The PowerBoost hybrid V6 in this truck makes 430 horsepower and 570 pound-feet of torque, and it gets truly amazing gas mileage for a full-size pickup. It's rated for 22 mpg in the city and 24 on the highway, which works out to roughly 700 miles from its 30.6-gallon tank.

Granted, that impression was sweetened because the gas-guzzling Ranger Raptor I tested a week earlier makes any vehicle that follows it seem like a Prius.

It's not slow, either, despite feeling heavy from the driver's seat. It scoots along nicely and easily chirps the tires when you're not expecting it. Properly equipped, the hybrid can tow up to 11,600 pounds, according to Ford.

The cabin is huge, with lots of room for stretching out on road trips, and the storage is even more impressive. Full-size cups fit in the front door pockets, and roomy cubbies are everywhere for stashing your stuff and getting work done, a layout that's thoughtful and not just voluminous.

I also love the possibilities. With eight trim levels, six engines and a long list of equipment, you can configure an F-150 for almost any job, which is a big reason it sells so well.

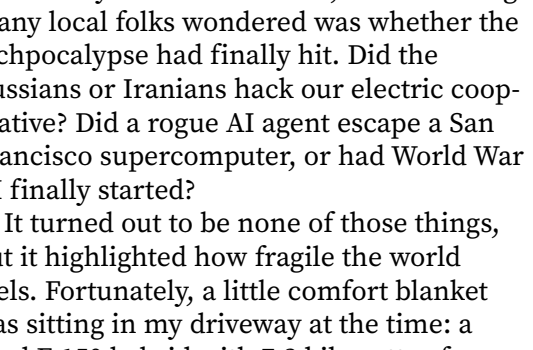
Like all full-size trucks these days, it isn't cheap. Ford pats itself on the back for selling a King Ranch that starts under $70,000. Good for them, but this one came to $81,115 with options.

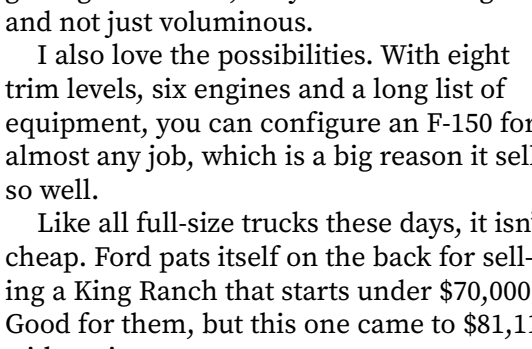
That's a lot of money for the average American family. Base versions that start around $40,000 are more palatable.

The complaints are minor, starting with seats that are firmer than I'd like in a luxury-trim truck. Some of the materials aren't as nice as you'll find in a comparable Ram, either.

Still, I really like this truck, assuming buyers need its full-size power and capability. After a week with it, I see why it's so popular.

A CLOSER LOOK





AT A GLANCE FACTS, FIGURES AND RATINGS

WHAT WAS TESTED?
2026 Ford F-150 King Ranch SuperCrew 4x4 ($69,625).
Options: Hybrid powertrain ($1,340), Pro Power Onboard 7.2 kW ($850), moonroof ($1,495), premium paint ($995), accessories and subscriptions ($4,215).
Price as tested (including $2,595 destination charge): $81,115

BY THE NUMBERS
Wheelbase: 145.4 in.
Length: 232.0 in.
Width: 79.9 in.
Height: 77.1 in.
Engine: 3.5-liter twin-turbocharged hybrid V6 (430 hp, 570 lb.-ft.)
Transmission: 10-speed automatic
MPG: 22 city, 24 highway

RATINGS
Style: 8
Performance: 9
Price: 6
Handling: 7
Ride: 7
Comfort: 8
Quality: 7
Overall: 8

WHY BUY IT?
The F-150 hybrid combines full-size capability, impressive fuel economy, a roomy and thoughtful cabin and a built-in generator for when the power goes out.