2027 FORD MAVERICK

Maverick Stays Affordable

PRESS RELEASE

The Ford Maverick continues to defy expectations, giving customers an unmatched combination of affordability, best-in-class fuel economy and Built Ford Tough capability in a compact pickup.

Its standard hybrid powertrain earns an EPA-estimated 42 mpg in the city, the best in its class, while an available turbocharged 2.0-liter EcoBoost engine adds more power for drivers who want it. With five trim levels, including the street-focused Lobo and the off-road-ready Tremor, the Maverick offers a truck for nearly every kind of driver.



The Ford Maverick compact pickup offers a standard hybrid powertrain with best-in-class fuel economy, an available turbocharged 2.0-liter engine and towing up to 4,000 pounds.

POWERTRAINS

The Maverick is offered in XL, XLT, Lobo, Lariat and Tremor trims. The standard 2.5-liter hybrid powertrain produces a combined 184 horsepower and uses a PowerSplit continuously variable transmission with front-wheel drive or available all-wheel drive.

The 2.0-liter EcoBoost four-cylinder engine delivers 250 horsepower and 280 lb-ft of torque through an eight-speed automatic transmission, or a seven-speed automatic with paddle shifters on the Lobo. The EcoBoost is offered with front-wheel drive on XL and XLT models at a lower price than the standard hybrid, and all-wheel drive is available as a no-charge upgrade over the hybrid with front-wheel drive.

FUEL ECONOMY

The front-wheel-drive Maverick Hybrid is rated at an EPA-estimated 42 mpg city, 35 mpg highway and 38 mpg combined, while the hybrid with all-wheel drive earns 40 mpg city and 37 mpg combined. The 2.0-liter EcoBoost with front-wheel drive is rated at 23 mpg city, 32 mpg highway and 26 mpg combined.

CAPABILITY

The Maverick can carry up to 1,500 pounds of payload when properly equipped. Towing capacity is 2,000 pounds as standard, and the available 4K Tow Package raises it to 4,000 pounds on both the hybrid and EcoBoost models. The cargo box measures 54.4 inches long at the floor and 42.6 inches wide between the wheelhouses and holds 33.3 cubic feet. The fuel tank holds 13.8 gallons on hybrid models and 16.5 gallons with the EcoBoost engine.

The off-road-ready Tremor comes with all-wheel drive and upgraded suspension hardware, while the Lobo is a performance-tuned street truck.

SMARTER HYBRID AWD

Adding all-wheel drive to the Maverick's hybrid powertrain was a top request from customers when the truck first went on sale. After real-world testing showed an opportunity to improve, Ford's brake controls team recalibrated the system for a more aggressive transfer of power.

Now, when the system detects a wheel spinning without grip, it quickly applies the brake to that wheel and redirects power to the wheels that have traction. The team adapted the approach from the traction control used on Ford's gas-powered off-road models, helping the Maverick Hybrid AWD move confidently through obstacles that once held it back.

INTERIOR

A power-sliding rear window is available on Lariat and Tremor models and extends to XLT and Lobo trims, adding convenience for loading and ventilation. A conventional spare tire is offered as a standalone option, and paint choices include Marsh Gray and Orange Fury Metallic Tri-Coat.

TECHNOLOGY

Every Maverick comes standard with the Ford Connectivity Package, including a complimentary one-year subscription, and an optional seven-year package is available. SiriusXM with 360L is also offered.

PRICING

The Maverick is offered in XL, XLT, Lobo, Lariat and Tremor trims. The 2027 Maverick XL starts at $28,145. The XLT is priced at $30,745, the Lobo at $32,155, the Lariat at $34,760 and the Tremor at $37,155. Prices exclude destination and delivery.

BY THE NUMBERS

Base price: $28,145
Wheelbase: 121.1 in.
Length: 199.8–200.9 in.
Width: 72.4 in.
Height: 67.7–69.4 in.
Engine: 2.5L hybrid I-4, 184 hp (combined)
Max towing: 4,000 lbs.