



2023

# Ford Ranger

Raptor 3.0 EcoBoost petrol 4x4 automatic



3.5   
/10

Clean Air  
Index

0.0   
/10

Energy Efficiency  
Index

0.0   
/10

Greenhouse Gas  
Index

3.5  
/10



## Clean Air Tests



### Laboratory Test

NMHC

NO<sub>x</sub>

NH<sub>3</sub>

CO

PN

2.7/10 Cold Test



4.6/10 Warm Test



0.0/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



### Road Test

6.0/10 On-Road Drive



2.7/5 On-Road Short Trip



On-Road Heavy Load

Does not qualify for additional robustness testing

On-Road Light Load

Does not qualify for additional robustness testing

Congestion

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

### Comments

The exhaust gas aftertreatment of the Ranger copes well with unburnt hydrocarbons and NO<sub>x</sub>, but is challenged by CO and particle emissions. Although the particle output values are below Green NCAP's thresholds in all tests, there is room for significant improvement. The Highway Test results in a gross exceedance of CO emissions, which sets the total test result to zero. Ammonia (NH<sub>3</sub>) is also emitted in significant quantities, especially in that test. The Raptor performs best in the real-world On-Road Drive, collecting 6 out of 10 points.

# Energy Efficiency Tests



## Laboratory Test

## Energy

0.0/10 Cold Test



0.0/10 Warm Test



0.0/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing

## Consumption

## Driving Range

Average

14.3 l/100 km

572 km

Worst-case

17.2 l/100 km

464 km



n.a.



good



adequate



marginal



weak



poor

## Comments

The powerful petrol engine requires no less than 12 litres for 100 km in any test. The Raptor needs more than 17 l/100 km in the dynamic Highway driving test. These figures do not allow the vehicle to collect any points in this part of the assessment, but it should be mentioned that with an empty mass of 2,477 kg and maximum power of 215 kW such a result can be expected for a pick-up vehicle.

# Greenhouse Gases Tests



## Greenhouse gases

CO<sub>2</sub>

N<sub>2</sub>O

CH<sub>4</sub>

0.0/10 Cold Test



0.0/10 Warm Test



0.0/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

### Comments

The high consumption figures result in correspondingly high CO<sub>2</sub> values. In the Cold and Warm Lab Tests, 292 and 284 g CO<sub>2</sub>/km are emitted at the tailpipe. In the Highway Test the value is 381 g/km. The Well-to-Wheel+ approach adds the emissions related to the production and supply of the fuel – about 75-100 g/km depending on the test consumption. The result is a total of 360-480 g CO<sub>2</sub>-eq./km. With such numbers, the Raptor can't collect any points in the Greenhouse Gas Index, although it receives all bonus points for adequate methane (CH<sub>4</sub>) and laughing gas handling (N<sub>2</sub>O).

## Our Verdict

The Ford Ranger Raptor is a pick-up truck with a three-litre twin-turbo V6 petrol engine. It is approved as a commercial vehicle and does not, therefore, have to meet the same stringent legislative requirements as regular passenger cars. Nevertheless, it is a popular choice as a family 'utility' vehicle and was tested as such by Euro NCAP in 2022. Due to its high consumption and CO<sub>2</sub> emissions, it receives no points in the Energy Efficiency and Greenhouse Gas Index. The performance in the Clean Air Index is mediocre, leaving room for improvement of particle emissions and ammonia (NH<sub>3</sub>) output but, most especially, of CO emissions under high power demand conditions. Gross exceedance of CO emissions in the Highway Test and significant NH<sub>3</sub> emissions cost the Raptor valuable points, leaving it with a Clean Air Index of 3.5 out of 10. The Raptor finishes with an Average Score of 11% and receives 1 Green star.

## Disclaimer [↗](#)

## Specification

Tested Car

6FPFXXMX2FNM4XXXX

Publication Date	Vehicle Class	Tyres	Emissions Class
09 2023	Pickup Truck	285/70 R17	Euro 6d AR
Mass	Engine Size	Power/Torque	Declared CO <sub>2</sub>
2,477 kg	2,956 cc	215 kW/491 Nm	315 g/km
Declared Battery Capacity	Declared Driving Range	Declared Consumption	
n.a.	n.a.	13.8 l/100 km	

Heating Concept

Waste heat



Think before you print