







2023

Ford Ranger

Raptor 3.0 EcoBoost petrol 4x4 automatic



3.5

Clean Air Index 0.0

Energy Efficiency Index 0.0

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Greenhouse Gas Index



	Laboratory Test	NMHC	NO _x	NH ₃	со	PN
2.7 /10	Cold Test					
4.6 /10	Warm Test					
0.0/10	Highway					
	Cold Ambient Test	Does not o	qualify for add	litional robustr	ness testing	
	Road Test					
6.0 /10	On-Road Drive					
2.7 /5	On-Road Short Trip					
	On-Road Heavy Load	Does not o	qualify for add	litional robustr	ness testing	
	On-Road Light Load	Does not o	qualify for add	litional robustr	ness testing	
	Congestion	Does not o	qualify for add	litional robustr	ness testing	













Comments

The exhaust gas aftertreatment of the Ranger copes well with unburnt hydrocarbons and NO,, 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 (NH₃) 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 a	dditional robustness testing
		Consumption	Driving Range
	Average	14.3 I/100 km	572 km
	Worst-case	17.2 I/100 km	464 km







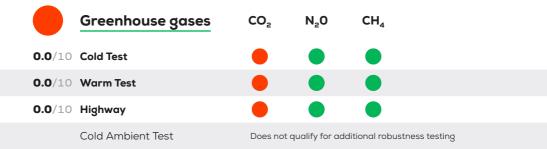






Comments

The powerful petrol engine requires no less than 12 litres for 100 km in any test. The Raptor needs more than 17 I/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.















Comments

The high consumption figures result in correspondingly high CO₂ values. In the Cold and Warm Lab Tests, 292 and 284 g CO₂/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 CO2-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_4) and laughing has handling (N₂O).

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_2 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 $_3$) output but, most especially, of CO emissions under high power demand conditions. Gross exceedance of CO emissions in the Highway Test and significant NH $_3$ 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 2

Specification

Tested Car 6FPFXXMX2FNM4XXXX

Publication Date 09 2023 Mass

Engine Size 2,956 cc

Vehicle Class

Tyres 285/70 R17 Emissions Class
Euro 6d AR

Declared CO₂

315 g/km

ngine Size Power/Torque 2,956 cc 215 kW/491 Nm

Declared Battery Capacity n.a.

Declared Driving Range n.a.

Declared Consumption 13.8 I/100 km

Heating Concept Waste heat



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