

[savvy trucks & toys]

Options Make

FORD TRUCKS

a Do-It-All Choice

By Beverly & Steve Smirnis



» Need it or not, Ford's trucks are fully capable of just about anything.

There are people who buy trucks because they want them and those that buy them because they'll use them to their capacity. And while half-tons outsell more than any other type of pickup, truck makers also have to put a focus on mid-size and heavy-duty pickups and large 3-row SUVs as well if they want to remain a relevant contender in the face of the stiff competition. Off-road packages have also become an expectation, prompting them to be offered across the board, making even Super Duty's ready to hit the trails. Essentially, a growing number of Americans are looking for one vehicle that can do it all, from the most extreme in terms of ruggedness and capability to the most refined for city driving. Our recent test drives prove that Ford recognizes these trends and has done its homework in securing its leadership position for the future.

The mid-size Ranger features a turbocharged 2.3-liter four-cylinder engine that produces 270 horsepower and 310 pound-feet of torque, capable of towing 7,500 pounds, impressive for its size. The four-person SuperCab (extended cab) comes with a 6-foot bed and short, rear-hinged rear doors. All Ranger configurations allow an upgrade to the five-person SuperCrew cab with four full-size doors, a 5-foot bed, and a 126" wheelbase. Four-wheel drive is also an option across the board. Our tester was the Supercrew 2x4 in the mid-level XLT trim. The sticker shows the XLT upgrade from the base cost at \$2,450. Our tester also had an FX2 package, bed liner, floor liner, trailer tow package, and keyless keypad, adding \$5,400 in options to the \$30,635 base MSRP.

Driving the 2021 Ford F-350 Super Duty SRW (single rear wheel) 4 x 4 Crew Cab with 6.7L Power Stroke V8 engine and included 4-wheel drive, meant driving one of the most powerful and capable heavy-duty trucks ever with 475 horses and 1050 lb-ft of torque, capable of towing 37,000 pounds. With a price tag of \$87K including \$2K in options such as the 3.55 electronic-

locking axle, fifth wheel hitch prep package, wheel well liners, and bed liner. Like the other truck segments, some people buy heavy-duty pickups because they want them, and those that buy them because they'll use them to their capacity. So, Ford's Super Duty can be ordered as a stripped-down workhorse or a luxurious monster truck with plenty of options in between. DRW (dual rear wheel) is offered of course, but the SRW (single rear wheel) configuration makes the Super Duty more versatile and fuel-efficient for those that drive their Super Duty truck more often without the bed loaded up or pulling a trailer. You can even get a Tremor package that adds a lift kit and meatier tires to make it trail-ready. Ford engineers made the Super Duty's brakes firm and responsive and the steering more manageable at low speeds to make it more practical for all types of owners to drive their Super Duty's all the time.

It's been said that Ford's Expedition is for the buyer who wanted a Ford F-150 or Super Duty but needs seating capacity for up to eight. It does derive much for the F-150 and is one of the largest SUVs on the market sold in regular and extended lengths with independent rear suspension for improved ride comfort. We drove the Platinum 4x2 Expedition powered by a 3.5L EcoBoost V6 engine with 400-hp and a 9,300-pound tow rating. Its base price was \$74K and the only option added was a \$600 package that added 22" wheels and second-row bucket seats.

Beverly & Steve Smirnis are members of the Texas Auto Writers Association and the Texas Motor Press Association, reviewing vehicles and casting their votes at driving events where the Truck of Texas, Car of Texas, and Off-Road Truck of Texas are some of the titles awarded. Follow their automotive blog on TheSavvyList.com/ [TheSavvyDriver](https://TheSavvyDriver.com/)