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2023 Ford F-150

Starting at **\$35,680**

9/10
C/D RATING



SPECS



Select a year

2023

2022

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HIGHS

Nicely tailored cabin, wide range of available trims, optional hybrid model offers better fuel economy.

LOWS

Flinty ride quality over imperfect pavement, most desirable equipment limited to top models, nonhybrid powertrains guzzle gas.

VERDICT

From the work-spec XL to the posh Limited trim, there's an F-150 for every style and budget.

BY DREW DORIAN

Overview

When you think “pickup truck” the one that probably comes to mind is the Ford F-150. The perennial best-seller has evolved in the modern era with an aluminum body, turbocharged powertrains, a [hybrid](#) option, an [all-electric spinoff](#)—reviewed separately—and all of Ford's best tech. If you want a work truck, the entry-level XL has everything you need and nothing you don't but move up the trim ladder and you'll find a lengthening list of desirable features—and price tags to match, of course. For those who want to venture into the wilderness there's the spunky [Tremor](#) model while the upscale Platinum and Limited trims pamper occupants with Lincoln-level luxury. The F-150 does not ride as well as the [Ram 1500](#) or handle as crisply as the [Chevy Silverado](#), but it's highly capable, multi-configurable, and thoroughly competitive. In other words, it's accomplished enough to engender the kind of loyalty that has kept it atop the sales charts year after year.

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**Ram 1500**

STARTING AT: \$39,305

**Ram 1500 TRX**

STARTING AT: \$86,450

**Ford F-150**

STARTING AT: \$35,680

**Ford F-150 Raptor**

STARTING AT: \$78,480

**GMC Sierra 1500**

STARTING AT: \$37,445

**Chevrolet Silverado 1500**

STARTING AT: \$36,645

Ford has added the off-road oriented Rattler trim to the F-150 lineup for 2023. Based on the XL FX4, the Rattler adds unique 18-inch wheels, a dual-exhaust system, hill-descent control, a locking rear differential, and an off-road suspension system along with distinctive rattle-snake inspired logos throughout the design. The Rattler's positioning in the F-150 lineup provides a more affordable option for buyers who want additional off-road capability but don't want to shell out for the more expensive Tremor or [Raptor](#) models.

Pricing and Which One to Buy

XL	\$35,680
XLT	\$43,785
Rattler	\$46,100
Heritage Edition	\$52,800
✓ Lariat	\$59,135
Tremor	\$62,955
King Ranch	\$64,660
Platinum	\$66,050
Limited	\$85,775

0 \$25k \$50k \$75k \$100k \$125k \$150k

The F-150 is available with multiple body styles and bed lengths. While the XLT model is a step up from the basic XL work truck, we prefer the additional luxuries on the Lariat. It costs almost \$10,000 more than the XLT, which may put it out of reach for some buyers, but it has the best mix of features and affordability.

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Engine, Transmission, and Performance

The 2023 F-150 is available with several engines—a 290-hp 3.3-liter V-6; a 400-hp 5.0-liter V-8; a 325-hp twin-turbocharged 2.7-liter V-6; a 400-hp twin-turbocharged 3.5-liter V-6; and a 250-hp 3.0-liter diesel V-6. No matter which engine you choose, the F-150 comes paired with a 10-speed automatic. For the first time ever, the F-150 is also offered with a hybrid powertrain. Ford claims that the new 400-hp hybrid powertrain—which consists of a 3.5-liter twin-turbo V-6, a 35 kW electric motor, and a 10-speed automatic transmission—will offer up to 700 miles of driving range per tank and can also power an onboard generator for keeping the power flowing at job sites or during power outages. Buyers will be able to choose between rear- and four-wheel drive with any of the F-150's available powertrains. At our test track, a four-wheel drive Lariat with the hybrid powertrain galloped to 60 mph in a brisk 5.4 seconds. [During our test drive](#), we noted a compliant ride and agreeable handling; high-spec models such as the King Ranch come with a variable-assist steering system that sharpens responses at low speeds for a more agile feeling. The [Tremor model promises the most off-road capability](#); it offers 33-inch all-terrain tires, an upgraded suspension, a locking rear differential and a four-wheel drive transfer case borrowed from the mighty F-150 Raptor. At our test track, the Tremor leapt to 60 mph in just 5.3 seconds, trailing the more powerful Raptor by just 0.1 second.

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