

	<b>2019 CHEVROLET SILVERADO 1500 HIGH COUNTRY CREW CAB 4WD</b>	<b>2019 FORD F-150 LIMITED SUPERCREW 4X4</b>	<b>2019 RAM 1500 LIMITED CREW CAB 4X4</b>
PRICE AS TESTED	<b>\$67,420</b>	<b>\$74,865</b>	<b>\$69,190</b>
BASE PRICE	\$57,795	\$72,055	\$58,390
<b>DIMENSIONS</b>			
LENGTH/WIDTH/HEIGHT	231.7/81.2/75.5 in	231.9/79.9/77.2 in	232.9/82.1/77.6 in
WHEELBASE	147.4 in	145.0 in	144.6 in
FRONT/REAR TRACK	68.9/68.3 in	67.6/67.6 in	68.5/68.1 in
GROUND CLEARANCE	8.1 in	<b>9.4 in</b>	8.7 in
INTERIOR VOLUME	F: 73 cu ft R: 66 cu ft	F: 61 cu ft R: 63 cu ft	F: 61 cu ft R: 65 cu ft
<b>BED DIMENSIONS</b>			
LENGTH/WIDTH/DEPTH	<b>70.0/71.4/22.0 in</b>	67.1/65.2/21.4	67.4/66.4/21.4 in
MINIMUM WIDTH	50.6 in	50.6 in	<b>51.0 in</b>
OPEN-TALGATE HEIGHT	34.6 in	35.7 in	<b>34.3 in</b>
<b>PAYLOAD</b>			
MAX/AS TESTED	<b>2020/1590 lb</b>	1280/1150 lb	1780/990
<b>TOWING</b>			
MAX/AS TESTED	11,400/9,300 lb	<b>12,700/9,400 lb</b>	11,250/10,600 lb
<b>POWERTRAIN</b>			
ENGINE	Pushrod 16-valve V-8 376 cu in (6162 cc)	Twin-Turbocharged DOHC 24-valve V6 213 cu in (3497 cc)	Pushrod 16-valve V-8 + AC motor 345 cu in (5654 cc)
POWER HP @RPM	420 @ 5600	<b>450 @ 5000</b>	395 @ 5600
TORQUE LB-FT @RPM	460 @ 4100	<b>510 @ 3500</b>	410 @ 3950
REDLINE/FUEL CUTOFF	5700/6000 rpm	6250/6200 rpm	none/5900 rpm
LB PER HP	13.1	<b>12.4</b>	15.4
<b>DRIVELINE</b>			
TRANSMISSION	10-speed automatic rear/all	10-speed automatic rear/all	8-speed automatic rear/all
DRIVEN WHEELS			
GEAR RATION:1/	① 4.70/6.2/37	① 4.70/5.5/34	① 4.71/5.0/30
MPH PER 1000 RPM/	② 2.99/9.8/59	② 2.99/8.6/53	② 3.14/7.5/44
MAX MPH	③ 2.15/13.6/82	③ 2.15/12.0/74	③ 2.10/11.2/66
	④ 1.77/16.6/106	④ 1.77/14.6/91	④ 1.67/14.1/83
	⑤ 1.52/19.3/106	⑤ 1.52/17.0/105	⑤ 1.29/18.2/106
	⑥ 1.28/22.9/106	⑥ 1.28/20.2/107	⑥ 1.00/23.5/106
	⑦ 1.00/29/106	⑦ 1.00/25.8/107	⑦ 0.84/28.0/106
	⑧ 0.85/34.5/106	⑧ 0.85/30.4/107	⑧ 0.67/35.1/106
	⑨ 0.69/42.5/106	⑨ 0.69/37.5/107	
	⑩ 0.64/45.8/106	⑩ 0.64/40.4/107	
TRANSFER-GEAR RATION:1	2.72	2.64	2.64
FINAL-DRIVE RATIO:1	3.23, Locking Diff	3.55, Locking Diff	3.92 Locking Diff
<b>CHASSIS</b>			
SUSPENSION	F: Control Arms, Coil Springs, Anti-Roll Bar R: Rigid Axle, Leaf Springs	F: Control Arms, Coil Springs, Anti-Roll Bar R: Rigid Axle, Leaf Springs	F: Control Arms, Air Springs, Anti-Roll Bar R: Ridge Axle, Air Springs, Anti-Roll Bar
BRAKES	F: 13.6 In Vented Disc R: 14.2 In Vented Disc	F: 13.8 In Vented Disc R: 13.2 In Vented Disc	F: 14.9 in Vented Disc R: 14.8 in Vented Disc
STABILITY CONTROL	Partially And Fully Defeatable, Traction Off	Partially And Fully Defeatable, Traction Off Competition Mode,	Defeatable, Traction Off
TIRES	Bridgestone Alenza A/S 02 275/50R-22 111T M+S	Pirelli Scorpion Zero Asimetrico P275/45R-22-112V M+S	Bridgestone Dueler H/L Alenza 275/55R-20113T M+S

**CAR AND DRIVER TEST RESULTS**

	<b>2019 CHEVROLET SILVERADO 1500 HIGH COUNTRY CREW CAB 4WD</b>	<b>2019 FORD F-150 LIMITED SUPERCREW 4X4</b>	<b>2019 RAM 1500 LIMITED CREW CAB 4X4</b>
<b>ACCELERATION</b>			
0-30 MPH	<b>1.8 sec</b>	1.8 sec	2.2 sec
0-60 MPH	5.4 sec	5.1 sec	6.2 sec
0-100 MPH	13.9 sec	<b>12.9 sec</b>	16.7 sec
1/4-MILE @ MPH	13.9 sec @ 100	<b>13.7 sec @ 102</b>	14.8 sec @ 94
ROLLING START, 5-60 MPH	5.7 sec	5.7 sec	6.5 sec
TOP GEAR, 30-50 MPH	<b>3.0 sec</b>	3.1 sec	3.5 sec
TOP GEAR, 50-70 MPH	3.9 sec	3.7 sec	4.4 sec
TOP SPEED	106 mph (gov ltd)	<b>107 mph (gov ltd)</b>	106 mph (gov ltd)
<b>CHASSIS</b>			
BRAKING, 70-0 MPH	175 ft	<b>168 ft</b>	184 ft
ROADHOLDING,			
300-FT-DIA SKIDPAD	0.80 g	<b>0.82 g*</b>	0.77 g*
<b>WEIGHT</b>			
CURB	5502 lbs	5594 lb	6102 lb
% FRONT / % REAR	57.4/42.6	56.8/43.2	54.3/45.7
GVWR/GCWR	7100/15,000 lb	6750/16,700	7100/17,000 lb
<b>FUEL</b>			
TANK/RATING	24 Gal / 93 Octane	<b>36 Gal / 93 Octane</b>	33 Gal / 89 Octane
EPA COMBINED / CITY / HWY	17/16/20 mpg	19/17/21 mpg	19/17/22 mpg
C/D 200- MILE TRIP	15 mpg / 360	14 mpg / 504	15 mpg / 495
C/D 600-MILE-TOWING	12 mpg	11 mpg	11 mpg
<b>TOWING ACCELERATION</b>			
0-30 MPH	3.5 sec	<b>3.3 sec</b>	34.0 sec
0-60 MPH	10.6 sec	<b>10.0 sec</b>	11.9 sec
0-100 MPH	31.3 sec	<b>28.4 sec</b>	37.1 sec
1/4-MILE @ MPH	17.8 sec @ 79	<b>17.5 sec @ 81</b>	18.5 sec @ 76
ROLLING START, 5-60 MPH	10.7 sec	<b>10.4 sec</b>	12.0 sec
TOP GEAR, 30-50 MPH	5.0 sec	<b>4.7 sec</b>	5.5 sec
TOP GEAR, 50-70 MPH	7.0 sec	<b>6.3 sec</b>	8.0 sec
<b>SOUND LEVEL</b>			
IDLE / FULL THROTTLE	37/76 dBA	35/73 dBA	38/72 dBA
70-MPH CRUISE	66 dBA	67 dBA	65 dBA

		<b>1</b>	<b>2</b>	<b>3</b>
	VEHICLE	FORD	RAM	CHEVY
DRIVER COMFORT	10	9	9	7
ERGONOMICS	10	9	8	8
SECOND-ROW COMFORT	5	5	5	5
SECOND-ROW SPACE	5	5	5	5
TOWING CAPACITY	5	4	5	3
FEATURES/AMENITIES	10	9	10	5
FIT AND FINISH	10	10	10	7
INTERIOR STYLING	10	10	10	6
EXTERIOR STYLING	10	9	9	7
REPATES/EXTRAS	5	0	0	0
AS-TESTED PRICE	20	19	19	20
SUBTOTAL	100	89	<b>90</b>	73
<b>POWERTRAIN</b>				
1/4-MILE				
ACCELERATION	20	20	15	19
FLEXIBILITY	5	5	5	5
FUEL ECONOMY	10	9	9	9
ENGINE NVH	10	9	9	9
TRANSMISSION	10	10	8	7
MILES PER TANK	10	10	9	7
SUBTOTAL	65	<b>63</b>	55	56
<b>CHASSIS</b>				
PERFORMANCE	20	20	17	19
STEERING FEEL	10	8	8	6
BRAKE FEEL	10	9	7	9
HANDLING	10	8	8	7
RIDE	10	9	9	5
SUBTOTAL	60	<b>54</b>	49	46
<b>EXPERIENCE</b>				
FUN TO DRIVE	25	19	17	13
<b>TOTAL</b>		<b>225</b>	<b>211</b>	<b>188</b>

These ratings are based on MY personal experience after driving all three vehicles. There were other test which rated the RAM higher by 201 (RAM) vs 199 (Ford), and 181 (Chevy). These are my ratings, and your ratings may vary.

I found the second-row seat & second row space to be undistinguishable, so I rated them the same regardless of the fraction of inches one might have over the other.

I raised the towing capacity on the Ford one point as it does have 100 lb more than the Chevy.

Amenities were close on the RAM and Ford, I gave the RAM one additional point for the 12" screen.

I found the fit & finish on both the RAM & Ford to be perfect. I did see some paint overspray on the Chevy.

In one survey someone had the interior styling of the RAM three points better than the Ford, and four over the Chevy. The Chevy looks outdated, and I agree. However I really like the Ford Limited, and since this is a taste think I rated them even.

I rated the fuel economy even for all three, as some test went by the 1 mpg difference on the sticker. I found that all three vehicles after 1,000 miles were basically even (YMMV).

ENVH - The Ford was rated as an 8 on Engine Noise Vibration on test. I found it to be so quite, I didn't know it was running. I gave it a 9 and almost a 10.

I bumped the brake feel from an 8 to a 9. It felt firm, strong, and has the best stopping distance.

A new category I added was miles per tank of gas. My mpg was better than the C/D test, but staying with their mpg, the Ford still ended up #1. In my 200 mile test drive I had the Ford getting 17.1 mpg, the RAM 16.8, and the Chevy 16.3. This consisted of 100 highway miles, and 100 stop & go miles. The highway miles were set to cruise at 65-70 mph, with no quick accelerations. The city driving the same route was used, with timed lights at 36 MPH to catch the lights, on one road, then roads with stop signs on the other roads. Fuel was hand measured to the second click.