

COMPARISON TEST DO-IT-ALL COMPACT PICKUPS



Outfitted with five new trucks, we embark on a touch-and-go odyssey to the Manson family's spooky digs.

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Entries in the guest book at Barker Ranch, an old vacant stone house high atop Death Valley National Park; the ranch was the last hiding place of Charles Manson and his zombies:

December 30, 2001

What a creepy place. Sometimes I think I see shadows. Here I am, middle-class, middle-aged, eating lunch at a cult leader's house. Only in America.

March 20, 2002

I'm coming back to kill all the people in this cabin. I got all your names from this book. Prepare to die!

Now, what in the helter-skelter do Manson and his tawdry band of zoned-out sociopaths have to do with a comparison test of trucks? Or is this yet another excuse to escape from our own frozen ranch in Michigan, fly 2000



miles west to the steady heat of Death Valley, and bomb around in stolen dune buggies, which was said to be a top-rated lifestyle activity of Manson and his walleyed crew? Or was this just Spence looking for a place to spend his golden years?

Fact is, we journeyed to Manson's last hideout for a perfectly legitimate reason. It sits 3280 feet up in the Panamint mountain range not far from Death Valley, and we had five brand-new four-door, four-wheel-drive pickups just waiting for us to conduct our own—excuse this—acid test.

To get to the hideaway, you must put away your fears and virtually disappear into a mountain (that was Charlie's goal, too). The base of the mountain is at 1600 feet, and the whole eerie place is a silent, empty moonscape where an occasional F-18 fighter-plane jockey will come blasting out of nowhere at what seems like 1500 feet. The narrow pathway runs 4.7 miles

upward and took us 65 minutes of careful crawling. With our \$30,000 trucks, it was a cakewalk compared with Manson's ordeal—he had to park his dilapidated school bus and “walk” in. We can't remember if the cops arrived on foot or with four-wheel drive.

Okay, enough of that. Once the poster child for staleness, the compact-pickup-truck segment is suddenly hot. In the past 18 months, five models have made their debuts. The senior member of this group, the Chevy Colorado, had replaced the S-10, which had been around since 1982. And then there's the new kid on this active block, the Ridgeline, which is Honda's first effort at building a pickup truck. In between, Dodge, Nissan, and Toyota have all redesigned their entries.

A comparison test was a given, but since these trucks come in numerous configurations—regular cab, extended cab, four-door crew cab, and with or without

Chevrolet Colorado LS
Dodge Dakota SLT
Honda Ridgeline RTS
Nissan Frontier LE
Toyota Tacoma SR5

four-wheel drive—the question was which versions to test? Honda settled the issue because the Ridgeline comes only with four doors and four-wheel drive, so we ordered the rest to match.

You'll notice that these trucks are by no means cheap. Once you opt for four doors, the entry fee for all of them approaches 25 large. Add in four-wheel drive and a few options, and they hover around 30 grand.



C/D Vacation Guide

Four rooms, no running water, bad vibes.

Creepy is a word that works. The old Barker Ranch on a mountaintop near Death Valley (see opening spread) was once the Manson family's freaky-deaky hideaway. These days, hikers and off-roaders leave weirdo messages in the guest books of the abandoned place. There is no running water, although the four-room ranch is habitable if you're not a scaredy cat. Uh, we are. The little bedroom has two funky mattresses, but you'll want to steer clear of the bathroom. Behind the house, 90 feet up where the mountain peaks, are three rusted lawn chairs cemented to rocks so the stoners wouldn't fall backward while stargazing.



The Chevy Colorado, however, stickered at \$28,725, the cheapest in this test—and you get to subtract a \$2000 rebate. Its 220-hp five-cylinder engine also had the fewest pistons in this test. Chevy asks, “Who needs a V-6 when you can do the job with a five?”

With the Dakota, Dodge declares, “How 'bout a V-8?” The Dakota is the only truck here available with a V-8, so naturally we ordered one. It's not the Hemi V-8 that's so famously featured in those amusing commercials, but a 4.7-liter V-8 available in a high-output version that pumps out 250 horsepower and a best-in-test 300 pound-feet of torque. Could this motor elevate the \$31,820 Dakota to the top spot in our test?

The Ridgeline's engine, a 3.5-liter V-6 that makes 255 horsepower and 252 pound-feet of torque, is just a bit player in the year's most unconventional truck. This first for Honda eschews pickup norms such as a ladder frame and solid-axle rear suspension for a carlike unibody chassis and independent rear suspension. In addition, the Honda was the only truck here equipped with a full-time four-wheel-drive system, which is included in a \$28,215 RT model, but we tested a \$30,590 RTS, which is mechanically the same but has options such as a power driver's seat and in-dash six-CD changer.

Honda says the Ridgeline is no softy and points to its 5000-pound towing capacity. Still, we're paid to be skeptical, and that's why we mapped out a severe uphill trip to “Manson Acres” for our comparo. Is the Ridgeline a real truck or just a car masquerading as one?

We've never mistaken Nissan's Frontier for a car. The automaker did a major spit and shine on the truck last year when it redesigned the chassis, slipped in a powerful 265-hp V-6, and added luxury options such as heated leather seats. Ours was attired in leather, natch, and adorned with a sunroof, stability control, hill-descent control, and an in-dash six-CD changer—all for \$31,630.

The Toyota Tacoma is also reincarnated for 2005, and its ace in the hole is a \$500 optional long bed that's about 10 inches longer than the Dakota's and 14 inches longer than the rest. At \$30,100, the Tacoma came with a smooth 245-hp V-6, the SR5 package (a trailer hitch, a sliding rear window, aluminum wheels, and fender flares), curtain airbags, and an in-dash six-CD changer.

You'll notice there's no Ford in this group. The Ranger pickup is not available with four forward-hinged doors, so we asked for a four-door Explorer Sport Trac. Ford declined to participate, reminding us that the Sport Trac's replacement is only a year or so away.

Got that? Okay, let's see how the players stacked up.

Vehicle		Chevrolet Colorado LS	Dodge Dakota SLT	Honda Ridgeline RTS	Nissan Frontier LE	Toyota Tacoma SR5
dimensions, in	base price/price as tested	\$27,885/ \$28,725	\$26,310/\$31,820	\$30,590/\$30,590	\$27,130/\$31,630	\$25,815 /\$30,100
	length	207.1	218.8	206.8	205.5	221.3
	width	68.6	72.0	76.3	72.8	74.6
	height	66.7	68.6	70.3	70.1	70.1
	wheelbase	125.9	131.3	122.0	125.9	140.9
	track, front/rear	59.6/57.5	62.8/62.9	67.1/66.9	61.8/61.8	63.0/63.4
	weight, pounds	4090	4787	4480	4572	4225
	weight distribution, % front/rear	57.3/42.7	58.3/41.7	57.1/42.9	55.6/44.4	57.0/43.0
	towing capacity, max/as tested	4000/4000	6650/6650	5000/5000	6100/6100	6500/6500
	payload, max/as tested	1498/1498	1310/1310	1558/1558	1381/1381	1350/1350
interior volume, cu ft	fuel tank, gallons	19.6	22.0	22.0	21.1	21.0
	recommended octane rating	87	87	87	87	91
	front	56	56	60	57	56
	rear	44	47	51	44	43
	bed size, l/w/h, in	59.8/57.5/ 19.0	64.3/63.5/17.8	59.8/57.0/16.0*	59.5/ 64.0 / 19.0	74.0 /57.3/17.8

*Bed height ranges from 16.0 to 21.5 inches. **Best in test.**

Fifth Place Chevrolet Colorado LS

With only 4090 pounds to haul around—697 less than the Dakota—the Colorado's five-banger should have been the little engine that could. It wasn't. The Colorado was the slowest in all the acceleration tests but passing, trailing the speedy Tacoma by 1.6 seconds to 60 mph. And although the Colorado has the best EPA fuel-economy numbers (17/22), the Tacoma averaged 17 mpg during our 600-mile drive, 1 mpg better than the Colorado managed.

True, these trucks are not sports cars, but all things being equal, would you want the slowest one? And it wasn't just engine grunt that landed the Chevrolet in last place.

Everyone commented on the plain-Jane interior, the least inviting of the crowd, and if you like industrial-grade plastic, you'll love the dashboard. The brake pedal is positioned too high off the floor. The front buckets feel flat and flimsy, as if they were providing the bare minimum of support but nothing more.

The rear seat isn't any better since the backrest is uncomfortably close to vertical. Worst of all, that backrest simply folds down on top of the bottom cushion, leaving an angled, high shelf that reduces the usability of the space. The other trucks all have better folding solutions. One tester commented, "It's as if Chevy were looking



for ways *not* to compete."

We weren't thrilled with the chassis, either. The steering drew criticism for its high effort and numb feel, and the back end skated sideways when we drove on rippled dirt roads.

The Chevy did make some friends on the upward jaunt to Manson Acres. It is 7.7 inches narrower than the Ridgeline, so it had more room to maneuver on the trail. Plus, you can dial in minute adjustments to the throttle, which helped the Colorado creep up and over the most difficult and threatening rocks. The part-time four-wheel-drive system has an automatically locking rear differential, and the Colorado felt like the rockhound of the group.

In the end, what really stung us was how little innovative thinking went into the Colorado. Whereas the three Japanese trucks have some type of protective coating, storage pockets, or tie-down rails that make the bed a more useful feature, all the Chevy has is a two-position tailgate that can be held at a 90- or 55-degree angle. And despite having a narrow inline engine that should theoretically leave more room for the front tires to turn, the Chevy has the largest turning circle, 44.3 feet, despite being one of the shorter trucks in the test.

GM had 20 years to get its compact pickup right. The Colorado should be better.



5 Chevrolet Colorado LS

Highs: Meaty tires that work well off-road, narrow body helps maneuverability.

Lows: Rental-car interior décor, thrashy engine, upright rear backrest.

The Verdict: It's a good thing it's cheap.



4 Dodge Dakota SLT

Highs: Sprightly handling (for a truck), adequate back-seat space, V-8 music makes it sound like a real truck.

Lows: 4787-pound curb weight, no four-wheel anti-lock brakes despite the \$32,000 price.

The Verdict: A decent truck that doesn't deliver on the promise of the segment's only V-8 engine.



Chassis		Chevrolet Colorado LS	Dodge Dakota SLT	Honda Ridgeline RTS	Nissan Frontier LE	Toyota Tacoma SR5	
front suspension		control arms, torsion bars, anti-roll bar	control arms, coil springs, anti-roll bar	strut, coil springs, anti-roll bar	control arms, coil springs, anti-roll bar	control arms, coil springs, anti-roll bar	
rear suspension		rigid axle, leaf springs	rigid axle, leaf springs, anti-roll bar	multilink, coil springs, anti-roll bar	rigid axle, leaf springs	rigid axle, leaf springs	
front brakes		vented disc	vented disc	vented disc	vented disc	vented disc	
rear brakes		drum	drum	disc	vented disc	drum	
anti-lock control		yes	yes*	yes	yes	yes	
stability control		no	no	yes	yes	no	
tires		General Ameritrac TR, P265/75R-15 112S M+S	Goodyear Wrangler RT/S, P265/70R-16 111S	Michelin LTX, P245/65R-17 105S M+S	General Grabber AW, P265/65R-17 110S M+S	Dunlop Grandtrek AT20, P245/75R-16 109S M+S	
C/D test results	braking, 70-0, feet	204	229	205	199	192	206
	roadholding, 300-foot skidpad, g	0.70	0.73	0.75	0.74	0.70	0.72
	lane change, mph	53.6	58.8	58.8	52.8	57.5	56.3
	*Rear only. Best in test.						
							Test Avg

Fourth Place Dodge Dakota SLT

All five staffers who voted in this test had opinions about the Dakota that varied all over the place. One of us said the steering was disgustingly overboosted, although the next driver thought it was light and accurate. Another accused the Dakota's interior designer of using only a T square to style the dash, noting the resultant drab slab of plastic. Yet another

editor thought the design was clean and uncluttered and even opined that the fake wood looked good.

Well, we all loved the deep V-8 exhaust note but were surprised that the Dakota didn't feel V-8 strong. Then we tested it and found that its 8.5-second jog to 60 mph was indeed the second slowest in the bunch. The culprit: a 4787-pound horsepower-burdening weight that squashed the life out of the powertrain. The Dakota was at least 200 pounds heavier than every

other truck here. Even though the Dakota wins the towing prize—6650 pounds—we can assume it would feel mightily taxed pulling a max load.

Although there is some floatiness to the chassis, the Dakota feels lighter and more nimble than its weight suggests, and the front end doesn't plow oafishly like most of the others do. The Dakota was surprisingly sharp through the lane-change test, posting a 58.8-mph run through the course, a speed equaled only by the Honda. Four-



As a photo prop (left), Yamaha's \$6899 YFZ450 ATV rules. It's the hottest one in Yamaha's lineup, packs a 39-hp four-stroke engine in a roughly 400-pound chassis, and has electric start. We couldn't resist a test drive. Unfortunately, Yamaha didn't lend us five of them, so we had to load the ATV into each truck bed for comparison. Only the Toyota could haul the ATV with the tailgate closed.



wheel anti-lock brakes, which come standard on every other truck here, are a \$495 option that wasn't included with our test vehicle. Stopping from 70 mph required a worst-in-test 229 feet, 37 more than the best-in-test Tacoma.

In the area of utility, the Dakota fared better. The rear-seat backrest is angled enough to be comfortable for two passengers. Add in a third, and the center person's crown makes contact with the dome light. And there's no center headrest.

The seat bottom is hinged at the rear and folds up to meet the backrest, revealing a flat floor. Plus, the Dakota's bed measured 64.3 inches front to back, a length bettered only by the Toyota's.

In the end, the Dakota had its fans. Two of our five test drivers placed the Dakota in second place. The three others put it a distant fourth, and when we averaged the scores, that's where the Dakota stayed. Our advice to Dodge is: Bring on the Hemi!

Third Place Toyota Tacoma SR5

If our job here were simply to compare the "pickupness" of these trucks, then the Toyota would have prevailed because it has the largest bed. It stretches 74.0 inches front to rear, which is more than a foot longer than all the beds here except the Dakota's. In a contest to haul stuff, the Toyota can fit more in the bed and tow 6500 pounds.

That XL-size bed is made from a stiff, durable plastic and has some handy features, such as movable tie-down cleats and storage pockets in the sides. There's an optional 110-volt outlet that nestles in the side of the bed and is bundled in the \$3345 TRD Sport package, which our truck did without.

Rather than sacrifice the rear seat to make room for the truck bed, Toyota stretched the Tacoma's length to more than 18 feet—it's 14.5 inches longer than the Ridgeline. Although the length makes the Tacoma look a little goofy, there is an adult-size rear seat, with a generously long bottom cushion, comfortable backrest, and plenty of kneeroom. To fold the rear seat, you first have to flip the bottom cushion



3 Toyota Tacoma SR5

Highs: Huge bed, sedan-like rear seat, gutsy grunt from the V-6.

Lows: Floppy handling and sloppy steering, sit-on-the-floor front seating position.

The Verdict: Lots of truck utility here that could do with a better chassis.



up toward the front seats, remove the headrests, and then fold down the backrest onto the floor. So it takes three steps, rather than the one-step process in the Dodge, Honda, and Nissan.

Don't assume all the extra sheetmetal makes the Tacoma an obese dud. The Tacoma ran to 60 mph in 7.1 seconds, the quickest in the test. And curiously, the current-generation Tacoma we tested last October, which had a six-speed manual, was in fact slower by 0.3 second to 60 mph. Maybe we got a hot one for this test, and everyone commented that the Tacoma felt strong.

So what's the Tacoma doing in third place? Two things sank this truck: the low seating position and the flaccid chassis. Like the 4Runner, the Tacoma positions you with your legs outstretched, and the windshield feels too short. There's no feeling of spaciousness inside, and it lacks the chair-height seating we prefer in a truck.

What really set back the Tacoma was its imprecise, wallowing suspenders and numb steering. It heels over in turns, plows like a Deere, and bobs up and down long after you've passed road undulations. It was so unnerving that one driver scowled, "I tried to hustle through some turns, but the Toyota would have none of it. Not one ounce of fun-to-drive here."

Still, the Tacoma's a refined piece with lots of "truck" baked in. The problem is

Off-Road Capability

	Chevrolet Colorado LS	Dodge Dakota SLT	Honda Ridgeline RTS	Nissan Frontier LE	Toyota Tacoma SR5
transfer case/center-diff type	part-time 2-speed/none	part-time 2-speed/none	full time with automatic rear-axle engagement/none	part-time 2-speed/none	part-time 2-speed/none
rear-diff type	open with automatic lock	limited slip	open with manual lock	open	open
hill-descent control	no	no	no	yes	no
minimum ground clearance, inches	8.4	7.9	8.2	10.1	9.4
approach angle, degrees	29.0	22.8	24.5	31.5	35.0
departure angle, degrees	26.0	22.5	22.0	22.6	25.0

Best in test.



Powertrain		Chevrolet Colorado LS	Dodge Dakota SLT	Honda Ridgeline RTS	Nissan Frontier LE	Toyota Tacoma SR5		
engine	type	DOHC 20-valve inline-5	SOHC 16-valve V-8	SOHC 24-valve V-6	DOHC 24-valve V-6	DOHC 24-valve V-6		
	displacement, cu in (cc)	211 (3464)	287 (4701)	212 (3471)	241 (3954)	241 (3956)		
	power, bhp @ rpm	220 @ 5600	250 @ 5200	255 @ 5750	265 @ 5600	245 @ 5200		
	torque, lb-ft @ rpm	225 @ 2800	300 @ 3600	252 @ 4500	284 @ 4000	282 @ 3800		
	redline	6500	5700	6300	6300	5500		
	lb per bhp	18.6	19.1	17.6	17.3	17.2		
driveline	transmission	4-sp auto	5-sp auto	5-sp auto	5-sp auto	5-sp auto		
	driven wheels	rear/all	rear/all	all	rear/all	rear/all		
	gear ratios:1	3.06, 1.63, 1.00, 0.70	3.00, 1.67, 1.50*, 1.00, 0.75, 0.67	2.69, 1.57, 1.02, 0.73, 0.53	3.84, 2.35, 1.53, 1.00, 0.84	3.52, 2.04, 1.40, 1.00, 0.72		
	transfer gear, L/H	2.64/1.00	2.72/1.00	−/0.54	2.63/1.00	2.57/1.00		
	axle ratio:1	4.10	3.55	4.53	3.36	3.73		
	mph/1000 rpm, L/H	2.7/70, 5.0/13.2, 8.2/21.6, 11.7/30.8	3.0/8.3, 5.5/14.8, 9.1/24.8, 12.1/33.0, 13.6/37.0	−/7.0, −/12.1, −/18.5, −/25.9, −/35.6	2.6/6.8, 4.2/11.1, 6.5/17.1, 10.0/26.2, 11.9/31.3	2.6/6.7, 4.5/11.5, 6.5/16.8, 9.2/23.5, 12.7/32.7		
C/D test results	acceleration, seconds	0–60 mph	8.7	8.5	7.9	7.6	7.1	8.0
		0–90 mph	21.3	21.0	18.4	17.5	16.3	20.3
		1/4-mile @ mph	16.9 @ 83	16.7 @ 82	16.3 @ 85	16.1 @ 86	15.7 @ 88	16.3 @ 85
		rolling 5–60 mph	9.0	8.5	8.4	8.0	7.4	8.3
		top-gear	30–50 mph	4.2	4.5	4.0	4.0	3.7
	50–70 mph		5.8	6.1	5.7	5.5	5.4	5.7
	sound level, dBA	top speed, mph	97 (gov ltd)	111 (gov ltd)	110 (gov ltd)	108 (gov ltd)	107 (gov ltd)	107
		idle	41	47	40	43	42	43
		full-throttle	74	73	75	74	74	74
		70-mph cruise	70	69	66	68	69	68
fuel economy, mpg	EPA city	17	15	16	15	17	16	
	EPA highway	22	20	21	20	21	21	
	C/D 600-mile trip	16	13	16	16	17	16	
*This ratio is used only during kickdowns from higher gears. Best in test.							Test Avg	

2 Nissan Frontier LE

Highs: Plush interior, best steering of the bunch.

Lows: Short on bed size and back-seat room, standard roof rack whistles in the wind.

The Verdict: A little polish and poise go a long way.



that there's simply too much truck where we don't want it.

Second Place Nissan Frontier LE

Although the Tacoma's chassis bumped a very useful pickup to a third-place finish, the Frontier chassis carried Nissan's entry up to second.

Among the others here, the Nissan is a little short on practicality. The bed, despite having a grippy, durable coating and some useful, movable tie-down points, is only slightly larger than the small bed on the Chevy. The Frontier has the weakest back seat, too, with a nearly vertical backrest and a low, short bottom cushion that supports maybe a postage-stamp portion of

your lower cheeks. It's no place to spend quality time. The only true pickup asset the Frontier has is its 6100-pound towing capacity.

But the logbook was filled with comments like "best steering of the bunch" and "the body sets in a corner and there's no excess motion." For a truck, the Frontier was remarkably frisky.

Don't look to the test results to support our logbook scribbles on this. The Frontier was the slowest through the lane-change course, and it weighs 4572 pounds, only 215 pounds less than the pudgy Dakota. It was second quickest to 60 mph, hitting the mark in 7.6 seconds, a half-second slower than the Tacoma.

But if you'd been on as many compar-

ison tests as we have, you'd know that numbers don't tell the whole story. During a run down a curvy mountain road, the Frontier was composed, communicative, and even a little fun—a driving condition that was in short supply with this gang. And on the upward crawl to Barker Ranch, the Frontier drew nothing but praise for its sure-footedness.

As for the weight issue, chalk it up to a truckload of features. The Frontier was the only vehicle here with a leather interior, power front seats, a sunroof, and hill-descent control. It also had side and curtain airbags. The roof rack might come in handy, but it whistled with a distracting noise at any speed above 40 mph. It's a standard item that should be optional. And



even with all the gear, the Frontier's as-tested price of \$31,630 was \$190 cheaper than the bare-bones Dakota (although at press time the Dakota offered a \$2000 rebate).

So there are better utility trucks out there, but for the kind of driving you might do every day, only one vehicle is better.

First Place Honda Ridgeline RTS

So, is the Honda a car or a truck? Not to sound like Bill Clinton, but that depends on what you mean by "truck." In fact, it's neither, and who cares anyway, because those hard distinctions are no longer

useful. Let's appreciate the Ridgeline for what it is: a new type of utility vehicle.

On the shakedown run to Mansonville, the Ridgeline scurried up and down the same rock-ridden trail as the others, but it was the least comfortable in this outdoor role. It was the only truck in the test with full-time four-wheel drive, but without a low-range transfer case, so it couldn't creep downhill in the effortless manner you get with engine braking. Rather, we had to ride the brakes. We heard more nasty scraping noises than we did in the others, although a visual inspection didn't reveal any damage.

If you're part of the minute subset of

pickup owners who enjoy hard-core off-roading, the Ridgeline is not the truck for you.

The rest of us will appreciate some clever ideas. For starters, there's the dent-and-corrosion-resistant bed. It's not oversized, but the wheelhouses barely intrude into the cargo floor. It has a unique trunk that is recessed below the bed floor, providing nine cubic feet of lockable space. You access the trunk via a handy dual-action tailgate that swings open from right to left *and* opens downward like a traditional tailgate. The trunk is watertight and has a drain, turning it into a very large beverage cooler. The only thing we found to



1 Honda Ridgeline RTS

Highs: Innovative trunk and useful tailgate, roomy rear seat, carlike handling.

Lows: A face no trucker could love.

The Verdict: The new guy shakes up the playground—and wins.



complain about were those sloping bed sides. The top edge of the bed is 53.5 inches off the ground at its lowest point, and it's next to impossible to reach into the bed without leaning against the sheetmetal.

The interior is a combination of handy touches and spacious accommodations. The large center console expands like an accordion and has numerous dividers. The rear seat was the roomiest and most comfortable of the bunch. It feels like a couch, with a high bottom cushion, plenty of

shoulder room, and a relaxed backrest angle. The Ridgeline was the only vehicle fit to accommodate three adults in back. All the seats are covered in a nylon fabric that feels grippy and durable. The radio, on the other hand, is a far reach from the driver's seat, and the front interior door handles look like chrome shovel handles, but the ergonomics are otherwise first-rate.

And so is the driving experience. Although the Nissan was considered pretty good in this group, the Honda "is in

another league," according to one test driver. The ride is on the firm side, but the payoff is a clear communications line between the road and driver. We're not talking sports-car feel here, but it's head and shoulders above its competitors. The Honda topped the chart in every subjective handling category.

Combine the chassis, bed, and large interior with the smooth, quiet, and adequately powerful engine, and you have, well, a winner. The bar has been raised. ■



Results		Chevrolet Colorado	Dodge Dakota	Honda Ridgeline	Nissan Frontier	Toyota Tacoma
vehicle	driver comfort (10)	7	8	9	8	8
	ergonomics (10)	8	8	9	8	8
	rear-seat comfort (5)	2	3	5	2	4
	rear-seat space* (5)	3	4	5	3	3
	bed space* (5)	3	4	5	3	5
	features/amenities* (10)	7	7	10	10	8
	fit and finish (10)	7	8	10	9	9
	interior styling (10)	5	8	8	8	7
	exterior styling (10)	6	7	6	8	7
	rebates and discounts* (5)	2	2	0	0	0
powertrain	as-tested price* (20)	20	17	19	18	19
	total (100)	70	76	86	77	78
	performance* (20)	16	16	18	19	20
	engine flexibility* (5)	3	4	4	4	5
	fuel economy* (5)	5	4	4	4	4
	engine NVH (10)	6	9	9	8	9
chassis	transmission (10)	7	9	9	8	9
	total (50)	37	42	44	43	47
	performance* (20)	18	18	20	19	19
	steering feel (5)	4	4	5	5	4
	brake feel (5)	5	4	5	5	4
	handling (10)	7	7	10	8	7
gotta-have-it factor (25)		9	14	14	15	14
ride (10)		7	8	9	8	7
total (250)		168	188	211	197	192
finishing order		5	4	1	2	3

*These objective scores are calculated from the vehicles' dimensions, capacities, rebates and discounts, and/or test results. **Best in test.**