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Although considered a sport utility vehicle, the mid-size Ford Explorer is available as a two or four-wheel vehicle. The all-wheel-drive system is quite complex compared to the systems that were available in the old Ford equipped with all-wheel drive. The 4WD system, equipped with new researchers, is suitable for all kinds of terrain, roads and weather conditions. Knowing which dashboard set button to press - whether it's 4X4 Auto, 4X4 high or 4X4 low - will ensure that you match the correct option for these current conditions. Pressing this button on the dashboard of your Explorer can be achieved while moving forward at any speed and allows for a four-wheel drive system. Unlike the usual all-wheel-drive mode, this option can be turned on if bad weather is expected, as long as the roads are dry without harming the system. 4X4 auto is best used when the roads are wet, snowy or if you pass through loose gravel. Each wheel is electronically controlled and the power is applied only to the wheels that have traction. This is convenient if you are traveling on roads that are alternately slippery, wet or dry. The 4X4 car is not designed to be used when you travel off-road or in harsh winter conditions. No dash light is illuminated when in 4X4 automatic mode. If you are in automatic 4X4 mode while travelling on wet or snowy roads, you can easily upgrade to a height of 4X4 if road conditions worsen. As long as the rear wheels don't rotate, you can switch between the 4X4 auto and 4X4 high and back at any speed ahead. The 4X4 high runs differently than the 4X4 auto in that power comes on the front and rear wheels at the same time. For this reason, this option should never be used on dry roads, as there may be damage to the all-wheel drive or train drive system. The 4X4 high is designed for use in harsh winter conditions such as deep snow and ice. This option is also useful when passing fine sand. The 4X4 light on the dashboard is illuminated when traveling in high 4X4 mode. If you use your Explorer mainly on paved roads, this option may be the least used by your all-wheel drive system. The 4X4 low is best used if you need extra low-speed power by driving up steep slopes, crossing snow-covered roads, deep sand or pulling the boat out of the water. Like the 4X4 high, it is recommended when using a 4X4 low that you do not pass dry roads or you can cause damage to the vehicle. You can't go to 4X4 low on the fly. If you are traveling in a two-wheeled, 4X4 car or 4X4 high, you should come to a complete stop first. Then you need to transfer to a neutral one, and click on the low 4X4 button. When the 4X4 LOW light lights up on the dashboard, you're ready to continue in the 4X4 low. Using 4x4 auto should not create any transmission or tire noises that are not normally audible in two-wheeled mode. It changes when you you Using a 4X4 high or 4X4 low, even if you don't pass asphalt surfaces. You may notice excessive transmission and tyre noise when using any of these options. According to Ford, this is normal, and even the occasional clunk from the transmission is normal while in these modes. The red view of the truck in front on the metal background of the image on thepatrick of the designs from the Fotolia.com The definition of the ignition problem with the Ford Explorer is a step-by-step process, but if the person is not mechanically inclined better that the researcher be taken by a qualified Ford technician. Ford Explorer's start-up problems can be caused by components other than the ignition module or coil. Once the battery and starter have been inspected and determined to be in good condition, the ignition switch, module or coil need attention. The Ford Explorer has an ignition switch that signals the starter to flip the engine when the key is turned on on the vehicle's column. The switch can rustle over time, creating an aborted signal in the ignition switch. The steering column and the ignition switch become hot to the touch when corrosion problems occur. The explorer can sometimes start when this corrosion starts to occur, but replacing the ignition switch is the only way to ensure that this corrosion problem on the ignition switch is fixed. The ignition wires, other to the starter in the Ford Explorer, are located close to high temperatures when the car is running. The wires can slowly begin to melt due to the heat generated from the engine. This melting of insulation around the ignition wires causes some wires to break down on the ignition, creating problems with the Ford Explorer ignition. Violation of the ignition wire can develop over time, and the operator will experience minor or recurrent problems starting until the wires break completely. Changing the wiring that runs from the ignition switch and the starting block is the only cure for this ignition problem. The Ford Explorer ignition wiring is fastened with men's and women's corks at the ends of the seat belt wiring. One or more of these plug wiring use can come out and create a Ford Explorer ignition problem. The operator or owner of the Explorer can open the vehicle's hood and check the belt wiring connections. The operator has to crawl under the vehicle to check the connections with the starter because it is located on the driver's side of the engine compartment on the underside of the engine. The ABS brakes automatically feel when the tyre has stopped spinning during extreme braking, and will modulate the brake pressure to allow the tyre to rotate. This increases the ability turning when braking. Stability control automatically feels when vehicle control restrictions have been exceeded and reduces engine power and/or applied to prevent the driver from losing control of the vehicle. The front airbags for the driver and passenger were designed to protect the head during a head-on accident. Side impact airbags for the front seats were designed to protect the torso during a side impact collision. Overhead airbags are used to protect the passenger's head in the event of a side collision or rollover. Knee airbags help protect lower limb passengers from serious injuries in the event of an accident. Seatbelt claimors automatically tighten seat belts to place the passenger in the optimal position in a collision. The vehicle is equipped with a disconnected ignition device that will prevent the engine from working unless the correct original manufacturer key is used. NHTSA rates crash-test vehicles by assigning them one to five stars, with five stars pointing to the most protective injuries and one star pointing to the least protection. Side Barrier Rating Driver Side Barrier Passenger Rating Back Seat Side - Pole Barrier Combined (FRONT) Side - Pole Barrier Combined (REAR) IIHS Rates Vehicles Good, Acceptable, Marginal, or Poor Based Performance in High Speed Front and Side Crash Tests plus Assessment of Seat/Head Restraints to Protect Against Neck Injuries in The Back Strikes. Rear Passenger Head Protection Rear Passenger Head and Neck Rear Passenger Taz / Leg Seat Head / Held Geometry Structure and Cell Safety Restrictions and Cell Safety and Mannequin Kinematics Good Acceptable Poor N/A !function (f, b, e, v, n, t, s) - if (f.fbq) return; n q f.fbq - feature () n.callMethod ? n.callMethod.apply (n, arguments) : n.queue.push lf (f. fbq) f. fbq n; n.push n; n.loaded l n.version - '2.0'; n.queue - q; t. b.createElement (e); t.async - 0; t.src - v; s - b.getElementsByTagName (e); s.parentNode.insertBefore (t, s) (window, document, 'script', /connect.facebook.net/en\_US/bevents.js); fbq ('init', '174181139752304'); fbq ('track', 'PageView'); fbq ('trackCustom', 'ViewedVehicle', 'year': '2019', do: 'Ford', model: 'Explorer', Finish: 'Base 4dr front-wheel drive';gt; (function (i,s,g,r,a,m){i'GoogleAnalyticsObject'ri'i'r'r function (i'r.qi'r'q (Arguments) i'r'l'new Date ())a's.createElement (o), m's.getElementsByTagName (o); a.async 1;a.src'g;m.parentNode.insertBefore (a,m)(window, document, 'script', /www.google-analytics.com/analytics.js';ga'; ga ('create', 'UA-71479133-1', 'auto'); ga ('set', 'anonymizeIp', true); ga ('set', 'dimension1', '2019'); ga ('set', 'dimension2', 'Ford'); ga ('set', 'dimension3', 'Explorer'); ga ('set', 'dimension7', 'usefulness'); Ga ('dimension8', 'make-model'); ga ('set', 'dimension9', 'функция безопасности'); ga ('set', 'dimension10', 'SUV');ga ('send', 'pageview');&gt; (функция (d, t) (var a) a) s d.getElementsByTagName (t); a.src - ' '; s.parentNode.insertBefore (a, s); (document, script); (function (d, t) var a d.createElement (t), s d.getElementsByTagName (t); a.src » ; s.parentNode.insertBefore(a, s); (document, script); Find used car trade, resell, certified used and retail value used vehicles depending on the condition, mileage and other factors of car sales. Find a used car trade, resell, certified used and retail value used vehicles depending on the condition, mileage and other factors of car sales. The car and driver of the Ford's Explorer Place is there with the Jeep Grand Cherokee for help in launching a modern SUV craze in the early 1990s. Essentially station wagons, but with all-wheel drive and much less stigma-remember, in the early 90s, the wagons were about as cool as today-sport-use minivans like explorer captured the imagination of the American public and refused to let go even today. Since Ford has just unveiled its latest Explorer, it's a great opportunity to look back through the history of the best-selling model, from 1990 to the present day. 1 of 14 1991-1994: So Long, Bronco II, Hello Explorer! In the 1991 model year, Ford replaced the unloved Bronco II with the Explorer. The new SUV borrows most of its basics from the Bronco II, including its suspension, but is offered in both two- and four-door configurations (its predecessor had only two doors). Ford touts the relentless rectilinear body shape of the Explorer as aerodynamic in its press materials and boasts a truck-low 0.43 resistance ratio. For comparison, the modern Mercedes-Benz A-Class has 0.22 KD. 2 of 14 1991-1994: O.G. 155-hp 4.0-liter V-6 (named Cologne) is the only engine on offer and the rear-wheel drive is standard. A free-wheel drive system is available with pushbutton (low-range transmissions are enabled, and activated with a button on the dashboard). Ford pushes Explorer chops like an adventure car - this is when the term sports-useful car just takes off, which explains the standard five-removable manual gearbox. There is also a four-speed automatic. 3 of 14 1991-2010: Eddie Bauer from the top, Ford's top-level Explorer is named after Eddie Bauer's outdoor clothing brand (model 1993 pictured). Sitting over XL, Sports, and XLT finishes, Eddie Bauer's Explorer comes fully loaded with premium fabric upholstery, two-tone paint, and all available power options. Ford will put Eddie Bauer trim on the pasture almost twenty years later, pretty much about at the same time the Eddie Bauer brand stopped generating a lot of excitement. 4 of 14 1995-2001: Second Generation Researcher Arrives by the Time Ford Redesign Explorer For the First Time SUV SUV sales success. In 1995, its appearance is softened by the contours of the body and rounded headlights and taillights. Its frame hasn't changed much to this day, but the shift from the original Explorer Twin I-Beam front suspension to a more space-efficient (and modern) control-hand design allows Ford to stuff more of the engine in a redesigned model a year later, in 1996. The new, larger 210-hp 4.9-liter pushrod V-8, located above the old 4.0-liter V-6, which continues. 5 of 14 1995-2001: Explorer . . . Sports? Ford separates the two-door Explorer from the explorer's main lineup, naming the Explorer Sport as a result. 6 of 14 1997: Overhead Cams Arrival for V-6 While Ford continues to use its pushrod Cologne V-6 as a base explorer engine, it adds an overhead camera version with a little more power for 1997. This more modern engine produces the same 210 horsepower as the additional 4.9-liter V-8, but less torque. A new five-speed automatic, which is not mandatory for both V-6s, joins its arrival: The five-step manual remains standard on both, and the V-8 continues to use a four-speed automatic. In 2001, Ford finally dropped the pushrod V-6, making the SOHC V-6 as the only six-cylinder variant. He soldiered until the 2010 model year. 7 of 14 2000: Firestone Tire Fiasco In the late 1990s, a public furor begins brewing over the Ford Explorers' perceived propensity to flip. In fact, the incidents in question are related to the failure of Firestone's tyres, with drivers losing control of their vehicles and, in many cases, rolling them. It is later determined that under certain conditions, some Firestone SUV tires are prone to failure when their treads are separated from the rest of the tire. Even so, there is not a single scapegoat for the wave of Explorer tipping crashes that are attracting the nation's attention. Instead, the merger issues are found to have contributed to the crash: improperly maintained tire pressure, driver error, and high SUV high gravity centers and Jurassic suspension designs. We wade into the controversy in 2001, buying an old Explorer and conducting tests proving that a catastrophic loss of tire pressure, even in an SUV, is not an automatic death sentence or a reason for loss of control. 8 out of 14 2001-2005: Fancy Explorer Pickup? Until 2002, the Explorer was mechanically very similar to the modern Ford Ranger pickup truck. In an attempt to offer something a little bigger and more up the market, Ford generates several redundant Explorer Sport Trac for 2001, a cab pick-up crew that looks like an Explorer. The composite pickup bed was unique at the time, but, by Ford only offers Sport Trac with the V-6 Explorer engine. Its market position is no different from today's mid-size pickups, which are larger than the then compact Ranger (which was resurrected after 2019). 9 of 14 2002-2005: Third Generation Explorer jumps into modernity for its third generation Explorer, Ford ditches the first two generations of the Bronco II legacy model forever. All new rear-wheel-drive platforms (full drive is optional), the Explorer first, includes an independent rear suspension. The two-door Explorer Sport officially dies, leaving only a four-door explorer; The Sport Trac, still based on the old Explorer and Ranger (thus using a solid rear a cent), continued to largely unchanged until 2005. The OL' SOHC 4.0-liter V-6 remains standard, while the V-8 upgrades to Ford's fresh Modular 4.6-liter unit. 10 of 14 2006-2010: Ford's refreshing Explorer mid-cycle upgrade reduces some of the third-generation Explorer's overall boxiness with a new waterfall grille design and modified headlights. The easiest giveaway that you're looking at is a 2006 Explorer rather than, say, a 2002-2005 model? Little round elements poke out from under each of these headlights. In our first review of the drive '06 Explorer,' we note that despite its updated style, the SUV remains the automotive equivalent of a pair of khaki dockers. Maybe total boxiness is exactly what SUV buyers want, because by 2005 Ford had sold more than 5.5 million researchers. Engine choices again include a trusty 210-hp 4.0-liter V-6, as well as a 292-hp 4.6-liter V-8 in conjunction with the Mustang GT. The five-speed automatic comes with six, while eight uses a six-speed machine. 11 of 14 2007-2010: New Sport Trac! Think the Honda Ridgeline is the only modern mid-size pickup truck with an independent rear suspension? Think again! The second-generation Explorer Sport Trac, which Ford finally redesigned as a third-generation Explorer in 2007, gets the independent rear suspension of its SUV brother as well as its revamped for-2006 front-end style. Once again, 210 hp The V-6 is the base engine of the Sport Trac, but the 4.6-liter V-8 is the new optional on both the regular 'Trac' and hot rod Adrenaline models. Adrenaline is not much of a sports truck, but it is faster than the six-cylinder model. 12 of 14 2011-2015: Ford finally explores modernity with crossover-Fied Explorer In 2011, Explorer is doing arguably its biggest shift yet, moving from rear-wheel-based, body-to-frame truck-based car, front-wheel-drive crossover to unitary body design. (The full drive is optional.) Although the bones are new to Explorer, they are not new per se: the D-platform fundamentals are derived from the P2 Volvo architecture, which first appeared in the late 1990s. (Volvo was owned by Ford as part of the latest Premium Auto Group.) Naturally The V-6 engine is standard, while the new twin-turbocharged V-6 EcoBoost engine is available in the Explorer Sport model. EcoBoost Nutrition Researcher Proves To Prove In our testing, jumping from zero to 60 mph in 5.9 seconds. 13 of 14 2016-2019: Rapid update and strong sales of Good Proportion, Range Rover-esque style makes explorer crossover an instant hit, with 135,000 units sold in 2011 - more than double sales in the previous year. And despite its heavy curb weight, lacklud fuel economy and mediocre internal packaging, it continues to grow sales throughout its lifespan, becoming the best-selling three-series car in the U.S. in 2018. The update in 2016 makes the Range Rover stacking connection even stronger, although explorer doesn't change much mechanically for adding a new turbocharged 2.3-liter four-cylinder to replace the previous turbocharged 2.0-liter base engine that didn't provide enough oomph for this big family car. 14 of 14 2020: Explorer returns to rear-wheel drive, remains Unibody Ford's all-new Explorer enters 2020 on a new rear-wheel-drive platform, returning at least in part to its roots. You won't find any frame rails under his recent dapper style, however, the explorer remains unibody. As before, it looks vague as it came from the Land Rover factory, mainly because Ford didn't mess around with the angular look that made the Explorer predecessor so popular. Look closely and you'll notice the hood is longer (because the engine again sits longitudinal beneath it, rather than transversely, as in the 2011-2018 Explorer), the roof pinches gracefully into the tail, and the front end of the styling slightly softens. The turbocharged 2.3-liter four-cylinder once again serves as a base engine duty, while the 3.0-liter twin-turbocharged V-6 makes the same 365 horsepower as last year's twin-turbo 3.5-liter V-6. For the first time, Ford offers a hybridized Explorer model as well as a high PERFORMANCE ST. Model.

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