2006 Ford Explorer at 118,000 mi

1FMEU73E36U123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Explorer · Explorer XLT 4.0 SOHC V6 4WD	Ford 4.0L SOHC V6 (Cologne)	118,000 mi	4WD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 28, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code '6' = 2006, matches the year entered. The VIN doesn't record the build month. Sample report: synthetic VIN.

1 · SUMMARY

What this car needs, in order

Each item compares this car's mileage with when owners and shops report the part failing. It is not an inspection: a qualified technician decides what the car actually needs.

1
inspection recommended now

0
to plan in the next 30,000 miles · plus 2 factory maintenance items

2
to watch or check at each service

Safety recalls NHTSA lists for this model year (1)

- **05V-520** · Wipers · windshield wiper motor: The wiper motor may have been built without grease on its output gear. After long use on high speed the gear can break and the wipers stop working, reducing visibility.

A model-year list, not a VIN check. Repairs are free at a Ford dealer if open. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Ford dealer for a campaign printout. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $100–$160

Inspection: check now, while it's cheaper to fix — **$100–$160**
about 1 h of shop labor, our estimate

Timing chain guides and tensioners (rattle): Past the range (60,000–92,000 mi, the middle half of 26 owner reports) · if it fails: $2,000–$3,000
5R55E / 5R55W / 5R55S automatic (slipping, harsh reverse): Past the range (46,000–88,000 mi, the middle half of 645 owner reports) · if it fails: $2,040–$3,550
Known weak points for this engine, not findings on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 130,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 148,000 mi

Nothing else enters its reported range in this window.

Watch inspect at each service, fix on condition, or optional

Oil leaks (oil filter adapter, oil pan) — **$284–$347** independent shop, installed

Past the range (49,000–60,000 mi, the middle half of 10 owner reports) · Inspect at each service; fix at the first sign

Misfire and rough running (P0300–P0306) — **No published price**

Any mileage (4.0L SOHC engines (Ford bulletins 2002–2004)) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 148,000 mi

$100–$160

No other repairs on the list before 148,000 mi. Now + next 12 months + next 30,000 miles. Excludes factory maintenance (listed separately), “watch” and optional items.

Costs are published independent-shop ranges (low end + low end, high end + high end). Bundled jobs are priced together because the labor overlaps. Routine service (oil, brakes, tires) isn't included; factory fluid and spark plug intervals are listed below.

FACTORY MAINTENANCE

Scheduled maintenance from 118,000 mi to 148,000 mi

The maker's normal schedule for this car. Service history isn't known here, so an item is shown at its next interval mark; skip it if the records show it was done.

ITEM	INTERVAL	THIS CAR
Spark plugs Guide normal schedule: replace spark plugs at 100,000 mi.	every 100,000 mi	**Was due at 100,000 mi (check records)** [M1][M2][M3][M4][M5][M6][M7][M8]
Engine coolant Motorcraft Premium Gold: first change at 5 years or 100,000 mi, then every 3 years or 50,000 mi.	first at 100,000 mi, then every 50,000 mi or 3 years	**Was due at 100,000 mi and by age (check records)** [M5][M6][M7]
Automatic transmission fluid Change automatic transmission fluid at 150,000 mi (5R55-family / 4R44E, not on the guide's short-interval list).	every 150,000 mi	Next at 150,000 mi [M1][M2][M3][M4][M5][M6][M7][M8][M9][M10][M11]

M1. 2000 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/00nmgmg3e.pdf

M2. 2001 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/01nmgmg5e.pdf

M3. 2002 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/02nmgmg3e.pdf

M4. 2003 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/03frdmg6e.pdf

M5. 2004 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/04frdmg2e.pdf

M6. 2005 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/05frdmg4e.pdf

M7. 2006 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/06frdmg3e.pdf

M8. 2007 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/07frdmg1e.pdf

M9. 2008 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/08frdmg3e.pdf

M10. 2009 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/09frdmg2e.pdf

M11. 2010 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/10frdmg2e.pdf

M12. 2011 Ford Expedition Owner's Guide (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/11exdog1e.pdf

M13. 2011 Ford Transit Connect Owner's Guide (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/11trcog2e.pdf

WHERE 118K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Timing chain guides and tensioners (rattle)	60,000–92,000 mi (middle half of 26 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	5R55E / 5R55W / 5R55S automatic (slipping, harsh reverse)	46,000–88,000 mi (middle half of 645 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
3	Oil leaks (oil filter adapter, oil pan)	49,000–60,000 mi (middle half of 10 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
4	Misfire and rough running (P0300–P0306)	4.0L SOHC engines (Ford bulletins 2002–2004) OFFICIAL	Any mileage

Colors compare mileage with reported failures, not the car's condition. Red: past the range. Amber: inside or approaching. Green: below, or not listed for a recall.

2 · RECALLS AND BULLETINS

Recalls to check for this 2006 Ford Explorer

Safety recall repairs are free at Ford dealers. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. Nothing here can tell whether a recall is open or already done on this VIN; only the official VIN lookup or a dealer can.

Official VIN check (2 minutes)

1. Go to nhtsa.gov/recalls and enter 1FMEU73E36U123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Ford dealer for a campaign printout; it also lists completed campaigns.

4.0L SOHC V6 RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 4.0L SOHC V6 as of 2026-10-27. Recalls on the rest of the car are in the model-year list below.

EVERY RECALL NHTSA LISTS FOR THE 2006 FORD EXPLORER (1)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
05V-520	Wipers · windshield wiper motor	The wiper motor may have been built without grease on its output gear. After long use on high speed the gear can break and the wipers stop working, reducing visibility. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: EXPLORER. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL

Left out of this list (EXPLORER): Three listings are left out of this sample because they cover aftermarket equipment only: 10E-043 (seat covers), 07E-104 (replacement side/rear glass) and 06E-049 (replacement lamps). A VIN check would show any recall that applies.

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

Manufacturer bulletins and warranty programs for this engine are cited on each weak point in section 4, where they apply.

4 · THE 4 WEAK POINTS

Each weak point, one card each

Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (U152). Left out because they apply to other models, years, engine sizes or body codes: Speed control cable and deactivation switch recalls.

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1 Timing chain guides and tensioners (rattle)

Past the range

Severity: Critical: rare, but can badly damage the engine · 90 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 118,000 mi this car is past the reported range (60,000–92,000 mi (middle half of 26 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 60,000–92,000 mi (middle half of 26 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 4.0L SOHC engines; Ford bulletins from 2001 to 2004

WHAT FAILS OFFICIAL [2][3][4][1]

Ford issued several bulletins for a rattle from the primary chain drive between 2000 and 3000 rpm, often on a cold engine, which can sound like spark knock. Owner complaints to NHTSA describe failed tensioners and broken chain guides that damaged the engine.

SYMPTOMS

- Rattle at 2000–3000 rpm, worse when cold
- Rattle at start-up
- Check-engine light with cam timing codes

IF IT'S LEFT TOO LONG

Worn guides and tensioners can let a chain jump or break and damage the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose a chain rattle early, before guides break; get the full repair quote first.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=5)	**$2,000–$3,000** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Computed from 5 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $2,000). Examples: ODI 10344554, 10266212, 10246626, 10383019. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR U152

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any rattle at start-up or 2000–3000 rpm?
- Timing chains or guides ever replaced?

2 5R55E / 5R55W / 5R55S automatic (slipping, harsh reverse)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 2298 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 118,000 mi this car is past the reported range (46,000–88,000 mi (middle half of 645 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 46,000–88,000 mi (middle half of 645 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Explorer, Mountaineer, Sport Trac, Ranger and Mustang V6 with the 5-speed automatic

WHAT FAILS OFFICIAL [5][6][7]

The 5-speed automatic behind this engine draws the most complaints. Ford bulletins cover low line pressure with no 2nd or 3rd gear and slipping shifts, harsh or delayed reverse engagement, and a fluid additive program for fluid that was not formulated correctly.

SYMPTOMS

- Slipping or flaring between gears
- No 2nd or 3rd gear
- Harsh or delayed reverse
- Check-engine light with P0732 or P0733

IF IT'S LEFT TOO LONG

Slipping wears the clutches; repair can mean a rebuilt transmission.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check fluid and shift quality; fix early problems before the unit needs a rebuild.

ESTIMATED REPAIR COST

Transmission fluid change, 2006 Explorer (KBB fair range, ZIP-specific)	**$323–$413** SHOP/RETAILER [14] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=183)	**$2,040–$3,550** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

7.6× The failure-bill midpoint ($2,795) is about 7.6× the early-fix midpoint ($368). A cost ratio, not a probability.

Where the numbers come from: Computed from 183 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $3,000). Examples: ODI 10627112, 10574652, 10560606, 10552987. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR U152

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Transmission rebuilt or replaced?
- Any slipping or harsh reverse?

3 Oil leaks (oil filter adapter, oil pan)

Past the range

Severity: Medium: leaks and wear · 22 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 118,000 mi this car is past the reported range (49,000–60,000 mi (middle half of 10 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 49,000–60,000 mi (middle half of 10 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Engines built before 4/1/2004 (oil filter adapter); 2001–2002 engines (oil pan / ladder frame)

WHAT FAILS OFFICIAL [8][9]

Ford issued bulletins for oil leaks from the oil filter adapter on engines built before April 2004, and from the oil pan or ladder frame area.

SYMPTOMS

- Oil spots under the engine
- Oil film around the oil filter
- Low oil level between changes

IF IT'S LEFT TOO LONG

A steady leak can run the engine low on oil, which this chain-driven engine does not tolerate.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Reseal the adapter or pan when wet; keep the oil level full.

ESTIMATED REPAIR COST

Oil filter adapter replacement, 2006 Explorer (RepairPal)	**$284–$347** SHOP/RETAILER [15] independent shop, installed
Same job	**$284–$347** SHOP/RETAILER [15] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($316) is about 1.0× the early-fix midpoint ($316). A cost ratio, not a probability.

PARTS FOR U152

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any oil spots?

4 Misfire and rough running (P0300–P0306)

Any mileage

Severity: Medium: leaks and wear · 20 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (4.0L SOHC engines (Ford bulletins 2002–2004)), so mileage doesn't say much here. Range: 4.0L SOHC engines (Ford bulletins 2002–2004) OFFICIAL [10][11]

WHAT FAILS OFFICIAL [10][11]

Ford issued bulletins for check-engine lights with random or cylinder 1 misfire codes on the 4.0L SOHC, and for rough running and misfire on 2002–2003 Explorers and Mountaineers.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed

SYMPTOMS

- Rough idle or shaking
- Flashing check-engine light
- P0300–P0306

IF IT'S LEFT TOO LONG

A steady misfire can overheat the catalytic converters.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Find the cause by cylinder (plug, coil, injector, vacuum leak) before replacing parts.

Owner-reported repair bills in NHTSA complaints (n=7)	**$600–$1,770** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Computed from 7 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $800). Examples: ODI 10354645, 10286557, 10246002, 10230076. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR U152

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any misfire codes?
- Plugs and coil pack replaced?

5 · ALSO REPORTED, NOT RANKED

Other themes in 4.0L SOHC V6 owner complaints

Every NHTSA complaint theme with 10 or more counted reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Steering / suspension / brakes	1,552	Chassis complaints on the SUVs and trucks; not engine faults.
Liftgate glass / body	1,394	Body complaints on the Explorer; not engine faults.
Stall / loss of power	648	Mixed causes (sensors, fuel, idle control); not one engine fault.

6 · BUYING OR SELLING

Used-car checklist and resale helper

For owners this is a resale checklist: it's what a careful buyer will ask.

Ask the inspecting shop to check

- Cold-start and 2000–3000 rpm chain rattle
- Shift quality and reverse engagement
- Oil filter adapter and oil pan leaks
- Speed control recall status (2000–2003)

Ask the seller

- Timing chains or guides replaced?
- Transmission rebuilt?
- Speed control recalls done?

Documents to request

- Dealer service-history printout for the VIN
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Timing chain guides and tensioners (rattle): symptoms or fault codes present	No published price
5R55E / 5R55W / 5R55S automatic (slipping, harsh reverse): symptoms or fault codes present	$323–$413
Oil leaks (oil filter adapter, oil pan): seeping or leaking	$284–$347
Misfire and rough running (P0300–P0306): symptoms or fault codes present	No published price
Pre-ticked rows (●), if no records clear them	**None at this mileage**

● = expected at this mileage. Estimated repair costs, not an appraisal. Recalls cost the seller nothing: ask for open recalls to be completed rather than discounted. OUR ESTIMATE

7 · METHOD AND SOURCES

How this report is built

Inputs. VIN, model year, model, mileage and build month (if entered). Model and engine are checked with NHTSA's vPIC decoder.

Mileage positions. Below: more than 10,000 miles before the reported range. Approaching: within 10,000. Inside: in the range, or past the start of an open-ended range. Past: beyond the top of the range. These bands are our rules, not an industry standard.

The plan. Critical items inside or past their range go first; high-severity items follow, and jobs that share labor are bundled. At most three jobs land in “Recommended now”. Leaks that are cheap to watch are fixed on condition; inspections are asked for at each service.

Costs. Published independent-shop ranges from shop quotes, retailer prices and owner reports. The worst-case cost of every item failing is not shown: it isn't an expected cost.

Labels. OFFICIAL NHTSA/Ford documents · SHOP/RETAILER parts prices and shop articles · FORUM/BLOG owner forums and blogs · COMPUTED FROM NHTSA DATA our analysis of NHTSA data · OUR ESTIMATE ours.

NHTSA complaint data. Pulled Oct 27, 2026 from NHTSA's complaints API for 2002–2010 Explorer, Sport Trac and Mountaineer complaints that do not name the V8; 2002–2003 Explorer Sport complaints; 2000–2001 Explorer/Mountaineer complaints only when they name the SOHC engine or timing chain (those years also had a 4.0L OHV); Ranger and B-Series complaints that name the 4.0L; Mustang complaints that name the V6. Mostly Explorer-family complaints: 9,378 complaints. Some of these nameplates were sold with other engines too. For some we kept only complaints whose text names this engine (which under-counts); for others we left out complaints that name another engine or a hybrid (so a few about other engines can remain). Themes are keyword matches on the complaint text.

COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Transmission	2,298	Item 2
Steering / suspension / brakes	1,552	Also reported
Liftgate glass / body	1,394	Also reported
Stall / loss of power	648	Also reported
Speed control	580	Other years or engine sizes
Timing chain rattle	90	Item 1
Oil leak	22	Item 3
Misfire	20	Item 4

Limits: complaints are self-reported and not adjusted for cars sold; keyword matching over- and under-counts; owners rarely file safety complaints about oil seeps, so leaks look rarer than they are.

SOURCES

1. NHTSA owner complaints for 2002–2010 Explorer, Explorer Sport Trac and Mountaineer complaints that do not name the V8, 2002–2003 Explorer Sport, 2000–2001 Explorer/Mountaineer complaints that name the SOHC engine or timing chain, Ranger and Mazda B-Series complaints that name the 4.0L, and 2005–2010 Mustang complaints that name the V6, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Ford bulletin 14868: Some vehicles with the 4.0L SOHC engine may exhibit a primary chain rattle noise (sometimes described as a spark knock-type noise) (2001-04-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=619337

3. Ford bulletin 0281: Some vehicles with the 4.0L SOHC engine may exhibit a primary timing chain rattle noise (2002-04-29), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=637920

4. Ford bulletin 020801: Rattle noise from the primary chain drive area at 2000–3000 rpm, 4.0L SOHC engine (2004-08-09), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10011150

5. Ford bulletin 0282: Some vehicles built before 9/15/2001 may exhibit low line pressure, no 2nd or 3rd gear, slipping shifts and delayed engagements (5R55E/5R55W) (2002-04-29), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=637922

6. Ford bulletin 05612: Delayed or harsh reverse engagements, 5R55S transmission, built before 9/23/2004 (2005-04-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10017898

7. Ford Customer Satisfaction Program 04B22: Improperly formulated transmission fluid may cause delayed or harsh reverse engagements over time; 5R55S/E and 5R44E fluid additive (2005-05-27), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10013306

8. Ford bulletin 041910: Oil leak from the oil filter adapter, 4.0L SOHC engine built before 4/1/2004 (2004-10-04), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10010719

9. Ford bulletin 15290: Some 4.0L SOHC engines may exhibit an oil leak from the oil pan or ladder frame area (2001-10-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=630190

10. Ford bulletin 0232: Some vehicles with the 4.0L SOHC engine may show a check-engine light with P0300 (random misfire) or P0301 (2002-02-18), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=630636

11. Ford bulletin 18224: Runs rough or misfire, DTCs P0300–P0308 or P0316 (2002–2003 Explorer, Mountaineer) (2004-10-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10010735

12. NHTSA recall records: 03V-280 (2000–2001 Explorer, Explorer Sport, Sport Trac and Mountaineer 4.0L SOHC speed control cable), 07V-336 and 09V-399 (speed control deactivation switch), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=03V280000

13. Ford bulletin 01246: Engine oil system priming procedures; service tips for reports of premature engine failure (2001-12-10), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=630515

14. Kelley Blue Book: 2006 Ford Explorer transmission fluid change, fair repair range $323–$413 (ZIP-specific), via search extract Oct 28, 2026 SHOP/RETAILER
https://www.kbb.com/ford/explorer/2006/transmission-fluid-change/

15. RepairPal: Ford Explorer engine oil filter adapter replacement estimate (2006 Explorer $284–$347), via search extract Oct 28, 2026 SHOP/RETAILER
https://repairpal.com/estimator/ford/explorer/engine-oil-filter-adapter-replacement-cost

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

Important

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.

Informational only. This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

Reported ranges and estimates, not predictions

Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

Safety issues go to a dealer

If you notice overheating, a burning or fuel smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a Ford dealer or qualified shop. Safety recall repairs are free at Ford dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

Provided “as is”, without warranties of any kind, under the Terms of Use at repairahead.com/terms.

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-FD40-123456-20261028 and we'll correct and reissue it.

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.