NEW FORD EVEREST TACKLES OFF-ROAD TERRAIN IN COMFORT WITH SMART TECHNOLOGY

- New Ford Everest blends off-road capabilities, exceptional comfort and innovative technology to deliver a vehicle that is rugged, refined and fun to drive in any setting.
- Advanced technologies like Ford’s intelligent four-wheel-drive system help drivers tackle a range of terrains with ease; advanced Terrain Management System(TMS) features four distinct settings that optimize performance for everyday roads, sand, snow, and extreme rocky terrain.
- Precision-tuned suspension setup, including solid rear axle with Watt’s linkage and solid body-on-frame construction, provides rugged strength for off-road driving together with excellent ride and handling on city streets and highways, resulting in exceptional ride comfort both on- and off-road.
• New Ford Everest offers features for overcoming any challenge, including best-in-class 800 mm water-wading capability and 225 mm of ground clearance, best-in-class 750 kg cargo payload and up to 100 kg roof payload, unsurpassed 3,000 kg towing capacity, and advanced driver-assist technologies
• The latest generation of Ford’s Duratorq diesel and EcoBoost petrol engines combine class-leading power, efficiency and refinement

The new Ford Everest redefines what an SUV can be, offering unmatched capability and versatility to answer customers’ most demanding requirements on and off the road, while delivering a refined, comfortable vehicle that embodies Ford’s fun-to-drive spirit.

Rugged body-on-frame construction, intelligent four-wheel drive and a smart suspension system are some of the key components that enable the new Ford Everest’s confidence in navigating challenging terrain. Advanced smart and safety features – including a number of segment-first driver-assist technologies – make it one of the smartest SUVs on the road, while still living up to the most demanding requirements of an SUV.

“Whether you’re driving on a road, a trail or far off the beaten track, the new Ford Everest will give you the confidence and capability to tackle it all,” said Trevor Worthington, vice president, Product Development, Ford Asia Pacific. “With smart systems designed to keep you in control both on- and off-road, the Ford Everest is filled with purpose-built technology that makes it a uniquely capable SUV for our customers in Asia Pacific.”

To ensure the best possible combination of on-road refinement and off-road capability, the new Ford Everest is equipped with an advanced four-wheel-drive system offering Torque on Demand through an active transfer case.

Using a smart electronic control system, the transfer case continuously adjusts the delivery of torque to the wheels with the most grip, maximizing traction in all driving situations, be it during inclement weather conditions, powering through challenging turns or transitioning from pavement to a gravel road.

“The intelligent four-wheel-drive control system is linked into the vehicle’s communication system and takes it into account to integrate many elements, like steering wheel angle and throttle input, to make sure torque is where the driver needs it at all times,” Ian Foston, chief program engineer for the Ford Everest. “It’s a smart and robust system that we’ve tested around the world in extreme conditions to guarantee durability in even the most challenging environments.”

Faced with the task of pairing rugged off-road toughness with a comfortable and refined driving experience for all settings, Ford engineers created an SUV that makes use of smart technologies, advanced suspension, and powerful and efficient powertrains to help drivers reach their destinations, no matter how extraordinary.

**Choose your own adventure**
The off-road capabilities of the Ford Everest are enhanced by a Terrain Management System (TMS), which allows the driver to choose between four different settings on the fly – Normal, Snow/Gravel/Grass, Sand and Rock – for optimal performance in all conditions. Drivers can also lock the transfer case in low-range four-wheel drive mode for increased control in difficult terrains.

Each TMS setting affects throttle response, transmission, the four-wheel-drive system and traction control – including an electronic locking rear differential – allowing the driver to navigate challenging terrain with confidence. The vehicle displays the current TMS mode, torque, and vehicle pitch and roll in the instrument cluster, providing another layer of driver involvement to the off-road experience for enthusiasts who want to track their performance.

Even in normal mode, the TMS automatically adapts to maximize traction during everyday driving conditions, delivering torque to the front wheels when necessary to minimize wheel slip. The Snow/Gravel/Grass setting upshifts early and downshifts later to keep RPMs low, contributing to more predictable control on slippery surfaces. The setting also reduces gas pedal sensitivity to give drivers finer control over acceleration.
Sand mode gives drivers aggressive torque transfer and allows wheels to slip more to better maintain momentum, helping drivers avoid getting bogged down in sand. An aggressive shift schedule also helps to maintain momentum by avoiding upshifting when the throttle is lifted and downshifting early when brakes are applied. Increased pedal sensitivity makes the engine more responsive to small foot movements when driving on beaches, dunes and similar terrain.

Rock mode lets drivers traverse rocky terrain with aggressive torque transfer to tackle the most extreme off-road environments, and reduced gas pedal sensitivity for more precise control. The setting holds first gear for low-speed control, and fights off wheel slip to keep traction where the wheels need it most.

The rugged off-road requirements of the new Ford Everest demanded a rear suspension up to any task, while still delivering a comfortable, smooth ride on streets and highways. A solid rear axle with a Watt’s linkage maximizes strength and ground clearance while providing stability and agile, predictable handling. Coil springs at the front and rear provide an unsurpassed level of ride comfort, ensuring a refined ride for all occupants – whether seated in the first, second or third row.

**Confident control, exceptional capability**

Drivers can also manually engage the electronic Locking Rear Differential (eLRD) for increased traction while traversing extreme terrain, and, thanks to the active transfer case, can select between high and low range four-wheel-drive mode to optimize on- and off-road operation on diverse terrain like sand, snow or slippery rock surfaces. On steep descents in low range – engaged manually or through the TMS – a locking torque converter provides effective engine braking.

To further help drivers climb and descend challenging hills, the new Ford Everest comes equipped with Hill Ascent Control and Hill Descent Control. When the driver engages these modes with the push of a button, the vehicle will climb or descend even steep slopes at a steady pace without requiring driver input on the gas or brake pedals, allowing the driver to focus on steering through the challenging terrain. And when starting off on a steep hill – whether facing upward or downward and whether on- or off-road – Hill Start Assist holds the vehicle for up to three seconds while the driver’s foot moves from the brake to the gas, giving added peace of mind.

With its leading off-road credentials, drivers can take confidence in the Ford Everest’s best-in-class 225 mm of ground clearance and its ability to wade through water as deep as 800 mm, deeper than any competitor. An approach angle of 29 degrees, a 21-degree ramp-over angle and a departure angle of 25 degrees also contribute to the vehicle’s ability to take on difficult terrains with ease.

Serious work requires serious capability, and the new Ford Everest delivers class-leading load carrying and towing capacity, in markets where towing is permitted. With a best-in-class cargo payload of up to 750 kg, roof payload of up to 100 kg, and 3,000 kg in towing capacity, the Ford Everest can take on even the largest jobs.

When towing, Ford’s Trailer Sway Control technology uses selective braking and engine management to mitigate unwanted trailer movement. Combined with Roll Stability Control, which applies the brakes and reduces engine torque when it detects a potential rollover situation, it contributes to the ease and comfort of driving the Ford Everest, especially with a heavy trailer. Inside the passenger cabin, more than 30 cleverly designed storage compartments ensure there’s a place for everything.

**World-class powertrains**

The capabilities of the new Ford Everest are driven by a range of refined, powerful and efficient engines: the latest generation of Ford’s tried-and-tested four-cylinder 2.2-liter and five-cylinder 3.2-liter Duratorq TDCi diesel engines, and a new 2.0-liter EcoBoost petrol engine.

Fitted with an upgraded turbocharger, injection system and exhaust-gas recirculation system to improve energy efficiency, the 2.2-liter Duratorq TDCi engine offers excellent engine performance. With projected class-leading
fuel economy and carbon-dioxide emissions, the engine offers customers a compelling mix of efficiency and responsiveness.

For maximum power and torque without sacrificing fuel efficiency, Ford will offer a five-cylinder 3.2-liter Duratorq TDCi diesel engine. Both diesel engines can be mated to a robust six-speed manual transmission or Ford’s tried-and-true 6R80 six-speed automatic transmission with SelectShift manual mode. The six-speed manual transmission provides crisp and precise shifting, with an upshift indicator in the instrument panel to help drivers achieve the best possible fuel economy. The automatic transmission – the same transmission proven in millions of Ford F-series trucks around the world – has been carefully calibrated for the new Ford Everest to improve refinement and efficiency.

Ford will also offer the new Ford Everest with a new twin-scroll 2.0-liter EcoBoost petrol engine with projected best-in-class fuel economy and carbon dioxide emissions. The advanced direct-injected turbocharged engine combines power and responsiveness, punching above its weight and offering more power than a conventional 3.5-liter V6 engine. Paired to the 6R80 six-speed automatic transmission, the 2.0-liter EcoBoost engine provides smooth and refined power delivery.

“Whether equipped with the latest generation of EcoBoost technology or one of our proven Duratorq diesel engines, we’ve created a powerful, rugged and capable SUV with stunning design and high levels of refinement,” said Worthington. “Most importantly, the new Ford Everest is a thrill to drive. It’s the complete package.”

Editor’s note: Specific feature availability varies by market