Rugged Meets Relaxed

Ford Explorer Tremor Packs Trail Gear And A Softer Side

By Derek Price
CARGAZING.COM

Does enjoying the outdoors mean your SUV has to make you uncomfortable on the way there?

The 2026 Ford Explorer Tremor offers a persuasive answer, particularly when its front seats start massaging your back. After a week behind the wheel, I found its willingness to pamper people every bit as appealing as its rugged personality.

Ventilated, massaging seats in an off-road SUV? Yes, please.

I still associate that kind of indulgence with six-figure luxury cars. My loaded tester cost $64,705, which isn't cheap, but it puts the experience within reach of a different kind of shopper.

The Tremor is new to the Explorer lineup for 2026, adding a trail-oriented choice alongside the familiar family-hauling and luxury versions. Its biggest achievement, to me, is how little everyday comfort you have to surrender to get the tougher feel.

There's real equipment to match the attitude.

Ford fits all-terrain tires on 18-inch wheels, adds underbody protection and raises the suspension about an inch.

Standard four-wheel drive works with a Torsen limited-slip rear differential, which helps put power to use when traction gets uneven.



The 2026 Ford Explorer's broad grille, sculpted sides and upright proportions give the three-row SUV a substantial presence while preserving the familiar shape of a family hauler.

Those are worthwhile upgrades for someone whose weekends include rough roads and campsites. They're also more relevant to this SUV's mission than trying to turn it into a dedicated rock crawler.

Off-road purists may scoff at the massaging seats. I suspect those buyers were heading toward something more extreme anyway.

What impressed me was the ride.

The Tremor doesn't have the cushiest feel in the Explorer family, but it also doesn't beat you up. There's enough firmness to communicate toughness without making ordinary pavement feel like a test of your commitment to outdoor recreation.

That seems like a sensible bargain for a vehicle you'll drive all week.

I like the bronze-colored accents, too. Ford calls the color Electric Spice, and it gives the tow hooks and wheel details some warmth against the darker trim. It's a distinctive addition without overwhelming the Explorer's shape.

My tester paired the optional 3.0-liter twin-turbocharged V6 with a 10-speed automatic. Ford's specifications list 385 horsepower and 415 pound-feet of torque, substantially more muscle than the standard 300-horsepower four-cylinder.

The Tremor can tow up to 5,000 pounds when properly equipped, regardless of which engine you choose.

Unfortunately, its appetite isn't subtle.

The V6 tester's EPA ratings are 17 mpg city and 22 highway. It feels lighter on its feet than many traditional body-on-frame trucks, which makes truck-like fuel consumption harder to forgive.

It's not awful. It's just the part of the ownership proposition I find least impressive.

The cabin makes a stronger argument. It's spacious, useful and a reminder of why people keep buying SUVs, with room to adapt as passenger and cargo needs change.

My tester's power-folding third row added convenience, while the Ultimate Package brought the massaging seats, a panoramic glass roof and a 14-speaker B&O sound system.

That package also adds $11,850. Buyers should understand how quickly a $48,465 base Tremor becomes a substantially more expensive vehicle.

I'd cross-shop a Honda Pilot TrailSport for the same mix of family duty and outdoor interests. The Ford's available V6 and unusually lavish equipment give it a distinct reason to stay on the list.

BlueCruise supplies another.

Ford's hands-free highway assistance changed lanes seamlessly and made decisions that felt natural. It slowed early enough without seeming jumpy and stayed centered even when an exit ramp opened beside the lane.

Those details build confidence. You're still responsible for watching the road, but the system's refined behavior makes long drives more pleasant.

That was the lasting impression from my week: an SUV that does several useful things well, with a few luxuries I hadn't expected to enjoy this much.

I'd want better gas mileage, and I'd study that options bill carefully. But I like this Explorer's priorities. The Tremor gives a family SUV more adventurous character while remembering that the people inside deserve a comfortable trip.

AT A GLANCE

WHAT WAS TESTED?
2026 Ford Explorer Tremor 4WD ($48,465). Options: Ultimate Package ($11,850), paint, accessories and subscriptions ($2,695). Price as tested (including $1,695 destination charge): $64,705

BY THE NUMBERS
Wheelbase: 119.1 in.
Length: 198.7 in.
Width: 78.9 in.
Height: 70.8 in.
Engine: 3.0-liter twin-turbocharged V6 (385 hp, 415 lb.-ft.)
Transmission: Ten-speed automatic
MPG: 17 city, 22 highway

RATINGS
Style: 9
Performance: 8
Price: 7
Handling: 7
Ride: 8
Comfort: 9
Quality: 8
Overall: 8

WHY BUY IT?
Families with a taste for back-road exploring will appreciate the Tremor's useful space, rugged hardware and unexpectedly indulgent comforts.



The 2026 Ford Explorer's broad grille, sculpted sides and upright proportions give the three-row SUV a substantial presence while preserving the familiar shape of a family hauler.

Rugged Meets Relaxed

Ford Explorer Tremor Packs Trail Gear And A Softer Side

By Derek Price
CARGAZING.COM

Does enjoying the outdoors mean your SUV has to make you uncomfortable on the way there?

The 2026 Ford Explorer Tremor offers a persuasive answer, particularly when its front seats start massaging your back. After a week behind the wheel, I found its willingness to pamper people every bit as appealing as its rugged personality.

Ventilated, massaging seats in an off-road SUV? Yes, please.

I still associate that kind of indulgence with six-figure luxury cars. My loaded tester cost $64,705, which isn't cheap, but it puts the experience within reach of a different kind of shopper.

The Tremor is new to the Explorer lineup for 2026, adding a trail-oriented choice alongside the familiar family-hauling and luxury versions. Its biggest achievement, to me, is how little everyday comfort you have to surrender to get the tougher feel.

There's real equipment to match the attitude.

Ford fits all-terrain tires on 18-inch wheels, adds underbody protection and raises the suspension about an inch. Standard four-wheel drive works with a Torsen limited-slip rear differential, which helps put power to use when traction gets uneven.

Those are worthwhile upgrades for someone whose weekends include rough roads and campsites. They're also more relevant to this SUV's mission than trying to turn it into a dedicated rock crawler.

Off-road purists may scoff at the massaging seats. I suspect those buyers were heading toward something more extreme anyway.



Inside, the Explorer provides three rows of seating, a wide center touchscreen and flexible cargo room for passengers and everyday hauling.

What impressed me was the ride.

The Tremor doesn't have the cushiest feel in the Explorer family, but it also doesn't beat you up. There's enough firmness to communicate toughness without making ordinary pavement feel like a test of your commitment to outdoor recreation.

That seems like a sensible bargain for a vehicle you'll drive all week.

I like the bronze-colored accents, too. Ford calls the color Electric Spice, and it gives the tow hooks and wheel details some warmth against the darker trim. It's a distinctive addition without overwhelming the Explorer's shape.

My tester paired the optional 3.0-liter twin-turbocharged V6 with a 10-speed automatic. Ford's specifications list 385 horsepower and 415 pound-feet of torque, substantially more muscle than the standard 300-horsepower four-cylinder.

The Tremor can tow up to 5,000 pounds when properly equipped, regardless of which engine you choose.

Unfortunately, its appetite isn't subtle.

The V6 tester's EPA ratings are 17 mpg city and 22 highway. It feels lighter on its feet than many traditional body-on-frame trucks, which makes truck-like fuel consumption harder to forgive.

It's not awful. It's just the part of the ownership proposition I find least impressive.

The cabin makes a stronger argument. It's spacious, useful and a reminder of why people keep buying SUVs, with room to adapt as passenger and cargo needs change.

My tester's power-folding third row added convenience, while the Ultimate Package brought the massaging seats, a panoramic glass roof and a 14-speaker B&O sound system.

That package also adds $11,850. Buyers should understand how quickly a $48,465 base Tremor becomes a substantially more expensive vehicle.

I'd cross-shop a Honda Pilot TrailSport for the same mix of family duty and outdoor interests. The Ford's available V6 and unusually lavish equipment give it a distinct reason to stay on the list.

BlueCruise supplies another.

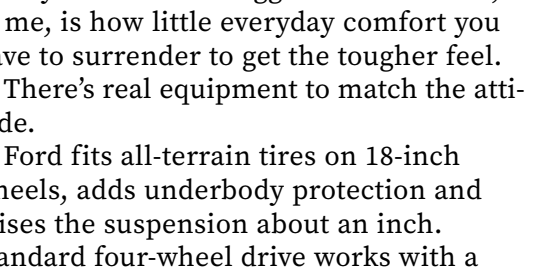
Ford's hands-free highway assistance changed lanes seamlessly and made decisions that felt natural. It slowed early enough without seeming jumpy and stayed centered even when an exit ramp opened beside the lane.

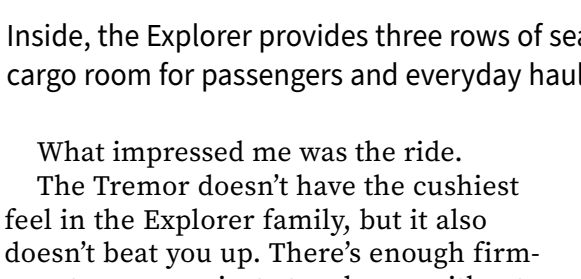
Those details build confidence. You're still responsible for watching the road, but the system's refined behavior makes long drives more pleasant.

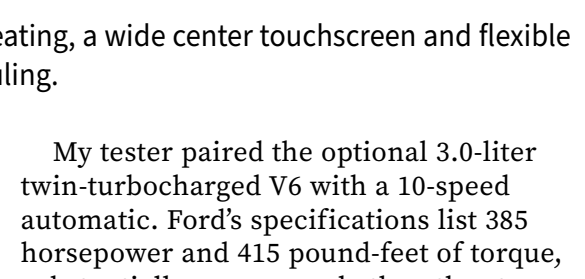
That was the lasting impression from my week: an SUV that does several useful things well, with a few luxuries I hadn't expected to enjoy this much.

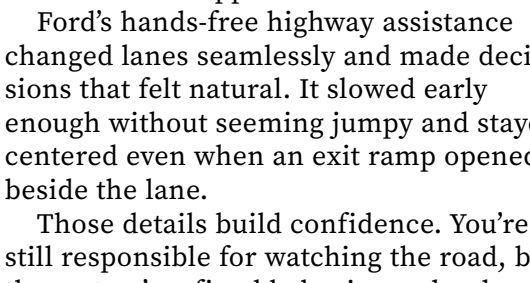
I'd want better gas mileage, and I'd study that options bill carefully. But I like this Explorer's priorities. The Tremor gives a family SUV more adventurous character while remembering that the people inside deserve a comfortable trip.

A CLOSER LOOK









AT A GLANCE FACTS, FIGURES AND RATINGS

WHAT WAS TESTED?
2026 Ford Explorer Tremor 4WD ($48,465). Options: Ultimate Package ($11,850), paint, accessories and subscriptions ($2,695). Price as tested (including $1,695 destination charge): $64,705

BY THE NUMBERS
Wheelbase: 119.1 in.
Length: 198.7 in.
Width: 78.9 in.
Height: 70.8 in.
Engine: 3.0-liter twin-turbocharged V6 (385 hp, 415 lb.-ft.)
Transmission: Ten-speed automatic
MPG: 17 city, 22 highway

RATINGS
Style: 9
Performance: 8
Price: 7
Handling: 7
Ride: 8
Comfort: 9
Quality: 8
Overall: 8

WHY BUY IT?
Families with a taste for back-road exploring will appreciate the Tremor's useful space, rugged hardware and unexpectedly indulgent comforts.