2013 crown victoria

The successor to the Ford LTD Crown Victoria , two generations of the model line were produced from the to model years. The Crown Victoria Police Interceptor â€" was marketed specifically for law-enforcement use; [4] a long-wheelbase Crown Victoria sedan â€" was marketed primarily for taxi cab fleets. From until their discontinuation, the three model lines were the sole four-door sedans produced in North America with a full-length frame, rear-wheel drive, and a standard V8 engine. While front and rear crumple zones were engineered into the vehicle, it was one of Fords products that weren't of unibody construction for the entire generation. Thomas Assembly in Southwold, Ontario, Canada. From to , over 1. Thomas Assembly prior to its closure. A Crown Victoria intended for Middle East export was the final vehicle produced by the facility. Following the discontinuation of the model line, the Crown Victoria was not directly replaced, with the full-size Ford Taurus serving as the next basis for Ford police cars. Prior to the model year, Ford used the Crown Victoria nameplate on two vehicles; both were flagship models of their full-size model range. From to , the nameplate was used for premium two-door Ford Fairlanes. For , the nameplate returned as the top trim of Ford LTD sedans, denoting all Ford full-size sedans in North America from to A styling feature used for both versions is a stainless-steel band trimming the B-pillars "crowning" the roof. For , the Ford Fairlane was introduced as the premium Ford model range. Slotted above the Victoria two-door hardtop, the Crown Victoria debuted as the flagship trim of the Fairlane. In place of the popular hardtop roofline, the Crown Victoria was fitted with a B-pillared roofline. Similar to the Mercury XM concept car though changed in angle , the B-pillar was fitted with a wide stainless steel band "crowning" the roof , giving a sleeker appearance to the roofline. Alongside the standard two-tone roof, the Crown Victoria Skyliner was fitted with a fixed sunroof, a tinted acrylic glass panel formed the entire roof ahead of the B-pillar. For , the Lifeguard option package was introduced as an option for the Fairlane Crown Victoria as with all Ford cars. For the redesign of the Ford model line, the Crown Victoria was retired from the Fairlane series with no replacement. The Skyliner name made its return in a different form, denoting the Ford Fairlane Skyliner retractable hardtop convertible. For the model year, the Crown Victoria nameplate was revived after a year hiatus, [7] becoming part of the Ford LTD model range. For , as part of an extensive revision of the midsize and full-size model lines of all three Ford divisions, the LTD Crown Victoria became a stand-alone model line alongside its Mercury Grand Marquis counterpart ; the Ford LTD nameplate was shifted to the mid-size segment, replacing the Ford Granada. While having a separate roofline separate doors and B-pillar trim from its sedan counterparts, the LTD Country Squire station wagon shared its interior trim with the Crown Victoria sedan a non-woodgrain Crown Victoria wagon was also introduced. Ford of Australia produced its own Ford LTD as its flagship model line derived from its own Fairlane from to ; as neither Mercury nor Lincoln have ever officially been marketed in Australia, the LTD was developed as a luxury vehicle. In the first quarter of , development began on a redesign codenamed "EN53", Ford reduced the coefficient of drag of the exterior from 0. Due to a market shift in family-oriented vehicles, the Crown Victoria was offered exclusively as a four-door sedan, with the wood-trimmed LTD Country Squire station wagon discontinued. To avoid paying gas guzzler taxes, Ford modified its supplier network so that the two vehicles could be classified as imports from Canada, effectively removing the full-size sedans from the Ford domestic CAFE fleet alongside the Ford Mustang V8 and placing them in its imported fleet alongside the Ford Festiva. In lieu of developing an all-new platform architecture from the ground up, the Crown Victoria retained the Panther platform of its LTD Crown Victoria predecessor. Although launched in , the Panther chassis underwent extensive upgrades to improve its road manners and handling; major updates were made to the steering and suspension tuning. Available as options, anti-lock brakes and low-speed traction control became popular features. Showcased in the redesign was the new Modular V8 engine. First introduced in the Lincoln Town Car, the 4. Lighter than its predecessor, [17] the 4. As with its predecessor and the Lincoln Town Car, the 4. Though the Taurus became wildly popular in its market segment, Telnack's "Aero" look proved to be either a love or hate proposition with potential buyers of the Crown Victoria. Along with its distinctive no-grille front fascia, the Crown Victoria would share a similar roofline with the Taurus, similar body and bumper moldings, similar door handles, aircraft-style doors, and similarly shaped headlamp and taillamp clusters. To reduce aesthetic commonality with the Mercury Grand Marquis, only the front doors, windshield, and alloy wheels were shared between them. For the interior, the two vehicles also were given different seats, door trim, and dashboards; the Crown Victoria featured an instrument panel with round dials that included voltage and oil pressure gauges, while the Grand Marquis featured a horizontal speedometer without the full instrumentation. An electronic instrument panel was introduced as an option. Though better received than the redesign of the Chevrolet Caprice, the Crown Victoria was met with disapproval from some critics and buyers,

leading Ford to revise the exterior. For the model year , a grille was added to the front fascia though it retained its "bottom-breather" cooling system configuration and a red reflector strip was added to the trunk lid to visually connect the taillamps. For the model year, a mid-cycle redesign saw more extensive changes to the Crown Victoria; a 6-slot grille replaced the egg-crate design, and wider taillamps were added to the rear with the license plate positioned between them on the trunk lid. Inside, the Crown Victoria had redesigned seats and a new dashboard which was now shared with the Grand Marquis. The new design featured larger controls and switches, with the radio enlarged and positioned higher. The gauge cluster retained its previous layout. In late , the first-generation "brick" airbag steering wheel was replaced by one with a smaller hub that returned the horn button to the center of the wheel. The Crown Victoria was sold in two trim levels: base and LX, with the latter forming the majority of non-fleet sales. In addition, the Crown Victoria P71 replaced the fleet-market "S" designation in ; the P71 was marketed exclusively for law-enforcement sales. As with the Mercury Grand Marquis, a driver airbag was standard equipment and a passenger airbag was added as an option during later production. It later became standard in for the model year. The Touring Sedan featured a number of suspension and handling improvements over the Crown Victoria LX, featuring the heavier-duty suspension components of the police-package version, and also including wider tires, rear air suspension, removal of the speed limiter, and a hp dual-exhaust variant of the 4. Optional features included speed-sensitive steering and larger-diameter sway bars. Distinguished by its standard two-tone exterior paint scheme with painted alloy wheels , the Touring Sedan featured a unique leather interior with every feature available on a Crown Victoria at the time. For a lower price, Ford offered the performance upgrades of the Touring Sedan on the LX as the Handling and Performance Package alongside a separate towing package. The Touring Sedan would be a one-year-only model, as it was discontinued after However, the Handling and Performance Package remained an option in various forms until The second generation Crown Victoria commenced sales on December 26, Although the Ford Crown Victoria saw better critical and marketplace acceptance than the controversial styling of the Chevrolet Caprice, its sales struggled to match those of its Mercury Grand Marquis counterpart. In an effort to gain acceptance among buyers and increase parts commonality , for the model year, the Crown Victoria adopted much of the exterior design of the Mercury Grand Marquis. Following its introduction, the second-generation Crown Victoria underwent an extensive revision for the model year. Introduced in April , while the exterior saw no change, nearly the entire chassis was redesigned, with major updates to the suspension and steering. Under the redesign, several changes were made to the rear suspension to improve general road manners at the expense of reduced towing capacity. The original three-link coil-spring configuration was replaced with a four-link configuration with a Watt's linkage. Continuing the use of four-wheel disc brakes, for , enlarged brake rotors necessitated a shift to inch wheels for all Crown Victoria models. For the model year, the suspension and steering underwent an extensive update, paired with the chassis redesign. For the first time, the Crown Victoria adopted rack and pinion steering replacing the long-running recirculating ball system , with the adoption of aluminum front control arms. As part of the suspension upgrades, the Panther-chassis vehicles were fitted with wheels with a high positive offset flat-face. For , the steel wheels of the Crown Victoria shifted to a inch diameter. The second-generation is powered by a single engine, the 4. For , the distributorless ignition system 2 coil packs and wires was replaced by coil-on-plug ignition a feature first used on the DOHC 4. For , the 4. For , the engine underwent a minor revision, as it adopted electronic "drive-by-wire" throttle control. From to , the 4R70W 4-speed automatic was paired with the 4. Following the poor critical and sales acceptance of the Chevrolet Caprice and Buick Roadmaster, for the second-generation Crown Victoria, Ford sought a more conservative exterior design, choosing design commonality with the Mercury Grand Marquis over the Ford Taurus. In doing so, the Crown Victoria adopted the formal notchback roofline of its Mercury counterpart, sharing all four doors previously, the front doors were shared. On the front fascia, both the grille and headlamps were enlarged. The rear fascia underwent a redesign, as large taillamp units were mounted at the corners of the body, replacing the previous full-width design. Ford called the styling " In contrast to the exterior, relatively few changes were made to the interior, updated for the model year. Offered with nearly the same features as the Grand Marquis, the Crown Victoria was largely differentiated by its optional wood trim and seating materials. The steering wheel was changed in to one similar to the rest of Ford's lineup at the time. To comply with US federal regulations, for , the Crown Victoria adopted an emergency trunk release system, alongside other safety features, including LATCH anchors and "Belt Minder" seat belt reminder chime that sounds for an unbelted front seat occupant. For , seat-mounted side airbags became an option. For the model year, the optional side airbags underwent revision to better protect passengers in side-impact collisions. For the model year,

heated exterior side mirrors became available, along with standard floor mats, improved cloth upholstery; for LX-trim vehicles, a trunk storage organizer became an option. In contrast to the extensive mechanical changes for the model year and redesigns of the Mercury Grand Marquis and Lincoln Town Car , the Ford Crown Victoria saw no exterior changes since the model year, excluding wheels grille, bumper trim and rear fascia trim changes were limited to Police Interceptors. For the interior, a minor update saw redesigned front and rear seats distinguished by taller head restraints and redesigned door panels. The popular blue interior shade was discontinued in During the model year after December production , Ford began to de-content the Crown Victoria, removing the amber-color turn signal lenses, body-color sideview mirrors, front-seat map pouches, locking fuel cap, automatic-release parking brake, and engine compartment light. For , in one of the first American cars to do so, the Crown Victoria adopted laminated door glass as an option; along with providing additional security, the feature filtered UV light and heat from the interior. For , the Crown Victoria received a new non-locking steering column, which gave the model its first new steering wheel since For , the dashboard of the Crown Victoria saw a revision, as Ford introduced a new instrument panel for the first time since Along with becoming the final Ford Motor Company vehicle fitted with a tachometer in North America, the Crown Victoria became the final Ford vehicle to adopt a digital odometer as the digital instrument panel option was discontinued ; Police Interceptors were given an engine hour meter. For , Ford offered a "Special Edition" option package for the LX; along with namesake exterior badging, the interior was fitted with two-tone leather seating. Alongside the standard Handling and Performance Package, the Sport Appearance Package offered 5-passenger seating with a floor-mounted shifter, 5-spoke aluminum wheels, and monochromatic exterior trim. The LX Handling and Performance package was finally discontinued mid-way through the model year. For , the Crown Victoria model line underwent a consolidation, as the LX became the sole version of the standard-wheelbase Crown Victoria alongside the Police Interceptor. To streamline manufacturing, several features were standardized, including power-adjustable pedals and side airbags. To comply with federal regulations, recessed power window switches were added replacing a design used since As production was illegal for sale in the United States due to lack of stability control , [34] the entire production was exported to the Middle East. From the introduction of the Crown Victoria to the introduction of the Ford Five Hundred, the layout of American full-size sedans underwent an extensive transition. By , as General Motors ended production of the Chevrolet Caprice, Buick Roadmaster, and Cadillac Fleetwood, virtually all competitors of the Crown Victoria had adopted front-wheel drive, with a five-passenger configuration largely replacing six-passenger seating with the first two generations of the Toyota Avalon becoming the sole Japanese-brand sedan marketed in North America with a front bench seat. As an unintended consequence of the discontinuation of the Chevrolet Caprice, in the late s, the Crown Victoria secured a near-monopoly of police car sales and significant market share of taxi vehicles; both segments viewed body-on-frame construction with rear-wheel drive as advantageous attributes. As the sole remaining competitor of Crown Victoria was its Mercury Grand Marquis counterpart, to decrease internal competition, marketing for the Crown Victoria was de-emphasized, shifting buyers interested in Ford vehicles to the Taurus; buyers seeking full-size vehicles were shifted towards the Mercury Grand Marquis and Lincoln Town Car. For , Ford introduced the Five Hundred sedan, deriving its chassis components from the Volvo S The larger of the two cars intended to replace the Ford Taurus alongside the Ford Fusion , the front-wheel-drive Five Hundred was the first completely new full-size Ford sedan since While nearly a foot shorter than the Crown Victoria, the Five Hundred offered comparable interior dimensions; in a major shift, the Five Hundred adopted a five-passenger configuration as standard. Coinciding with the withdrawal of the Crown Victoria from retail sale see above , in , Ford announced the closure of St. At the time, the production of the Ford Panther platform was to cease, as the architecture was unable to support electronic stability control, required for vehicles sold in the United States and Canada. In line with the announcement, the Mercury Grand Marquis and Lincoln Town Car were discontinued without replacement the former, as part of the closure of the Mercury brand. From August 31, , St. On September 15, , the final Ford Crown Victoria rolled off the assembly line, destined for export to Saudi Arabia; [35] the vehicle was the final Panther-platform vehicle produced and the final vehicle produced at St. Thomas Assembly. The Crown Victoria Police Interceptor is the only Panther-platform vehicle that was directly replaced, as Ford introduced Ford Police Interceptor sedan based on the Taurus and the Police Interceptor Utility based on the Ford Explorer ; [36] both vehicles are derived from each other and are redesigned versions of the chassis introduced by the Ford Five Hundred. In , a variant of the Ford Transit Connect was developed specifically for taxicab usage. Starting with the model year, the police version of the Crown Victoria, previously named Crown Victoria P71 , was changed to Police Interceptor ,

and new rear badging was assigned instead of the civilian Crown Victoria badge. They also have several "heavier-duty" mechanical upgrades, and newer models have additional safety features to deal with fuel-tank safety concerns. In , Ford introduced a long- wheelbase version of the Crown Victoria, extended six inches to a As with the extended-wheelbase Lincoln Town Car L, the long-wheelbase Crown Victoria was modified through the use of a longer frame and longer rear doors; all additional interior room was added to the rear seat. While not offered for retail sale in North America, the long-wheelbase Crown Victoria was offered for fleet sale, targeted directly for sales in taxi and livery markets. From to , a special-service version was offered for law-enforcement sale though not as a Police Interceptor with street-appearance trim from to After the model year, Ford of Canada ended sales of the Grand Marquis, Crown Victoria, and Crown Victoria Police Interceptor; their lack of stability control precluded further legal sale in Canada. All three model lines were replaced by the sixth-generation Ford Taurus. In a region favoring full-size sedans among other vehicles the Crown Victoria became popular, as buyers of the region favored its durability, reliability, and ease of use in comparison to German and British luxury vehicles , along with its lower price. As American nameplates shifted to newer vehicles with the introduction of the Chrysler C , Dodge Charger , and the Chevrolet Caprice becoming a variant of the Holden Caprice , during the s, the Crown Victoria, Grand Marquis, and Lincoln Town Car, while still popular, began to lose market share, primarily due to their age. Unlike the United States and Canada, the long-wheelbase Crown Victoria was available for retail sale. In Kuwait , where the Crown Victoria was outsold by the higher-trim Mercury Grand Marquis, only the Standard and Long-wheelbase versions were sold after the LX was discontinued in Derived from the Lincoln Town Car, the front seat has air conditioning vents for the rear seats except for LX Sport models , an 8-way driver's seat, a 4-way manual passenger seat an 8-way power seat as an option ; seat upholstery is either cloth or leather. On all standard-wheelbase models, a true dual-exhaust system was fitted not available on an American Crown Victoria. On Standard and Standard Long-Wheelbase models, a driver's side spotlight assembly was optional. Derived from the Mercury Marauder, a trunk lid spoiler was either standard or an option on all standard-wheelbase models. Included as part of the Sport and LX Sport trims optional on the LX , the package includes tuned rear air suspension, revised coil springs, handling shock absorbers and a larger rear stabilizer bar. With no major redesign of the Crown Victoria since , to keep the model line competitive, the GCC importer of Ford vehicles designed a commemorative trim package for the Ford Crown Victoria for the model year. Exclusive to GCC-Spec Standard models, the cosmetic package adds several cosmetic features, including:. Everything else on the Special Edition package is identical to the Standard-trim model. Not listed in any sales literature, in Saudi Arabia , it was available with a choice of different colors. For , the Special Edition was withdrawn. The reports that the cars were more prone to fires during a rear collision were a simple combination of three things. First, most law enforcement agencies relied heavily on the Crown Victoria as their primary vehicle, meaning that any police-related auto accident was very likely to involve a Crown Victoria. Second, the accidents occurred as the result of the officers intentionally parking their vehicles close to active traffic to shield a stopped motoristâ€"something most civilians would never do. The condition was exacerbated by police equipment installers drilling over the package tray in the luggage compartment. Due to the gas tank's orientation, drilling through the package tray may result in drilling into the gas tank. Installers also used screws set directly into the bulkhead and facing the fuel tank. In the event of a high-energy collision, these screws could be forced into the tank, both rupturing the tank and possibly acting as a spark source. Long bolts for mounting heavier equipment were also directly suspect. The manufacturer provided an aftermarket shield to help prevent these items from puncturing the tank during impact. These items became tank-piercing projectiles during the rear-collision scenarios. Ford's second solution came in the form of a recall kit including patterns to mark unsafe areas to drill in the luggage compartment. Also included were rubberized kevlar and hard ballistic nylon shields for the differential cover lower shock bolts. They also included a kevlar-based trunk liner. For and newer models, Ford offers an optional onboard fire-suppression system for the Crown Victoria Police Interceptor units. The system itself is integrated with the anti-lock braking system as part of the activation and can be activated manually. However, Ford does cite several system limitations regarding fuel loss and impact speeds. Despite numerous court cases charging Ford with partial liability for fires caused in accidents, the company has never been found liable in a Crown Victoria accident. Notably, only the Ford Crown Victoria and new Ford police car have been certified for high-speed rear-impact collisions, adding credibility to Ford's statement that fiery crashes are a result of extreme and unfortunate situations. Model years to inclusive, using an all-composite intake manifold, are subject to coolant leaks. Late in , Ford settled a class-action lawsuit. See Intake Manifold Defect for details. This problem can be remedied by

upgrading the intake manifold to the and newer version. From Wikipedia, the free encyclopedia. This article is about the â€" retail model car. For the American action film, see Crown Vic film. Motor vehicle. Ford Crown Victoria LX. Ottawa Citizen. McClatcy-Tribune News. Archived from the original on November 10, Retrieved June 19, Retrieved 5 March How to Buy a Used Car. Penguin Group. The New Yorker. Retrieved Donut Media. June 7, Retrieved July 12, Archived from the original on January 17, Archived from the original on February 9, Kent Bowen; Charles A. Clark, eds. Oxford University Press. The New York Times. Here's the fuelish answer". The Bulletin. Popular Mechanics. Archived from the original on July 28, The Daily Courier. Archived from the original on May 15, Archived from the original on February 10, Archived from the original on Archived from the original on May 13, Ford Motor Company. 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There are many vehicles on the market but if you are looking for a vehicle that will perform as good as it looks then this Ford Crown Victoria fleet-only LX is the one! Driven by many, but adored by more, the Ford Crown Victoria fleet-only LX is a perfect addition to any home. Making you the best deal is the easy part, keeping our commitment to you is the most important part. Please call one of my Certified sales reps today and schedule your appointment to see this car. Best of all the price you see is the price you pay. No haggling. No back and forth. No pressure. And this price is so good it is guaranteed. Subject to certain terms and conditions. Some restrictions apply. Looking for a clean, well-cared for Ford Crown Victoria? This is it. This Ford Crown Victoria has such low mileage it has been parked more than driven. Just what you've been looking for. With quality in mind, this vehicle is the perfect addition to take home. 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This Ford Crown Victoria LX is proudly offered by Castrucci Chevrolet Low, low mileage coupled with an exacting maintenance program make this vehicle a rare find. The quintessential Ford – This Ford Crown Victoria LX speaks volumes about its owner, about uncompromising individuality, a passion for driving and standards far above the ordinary. The look is unmistakably Ford, the smooth contours and cutting-edge technology of this Ford Crown Victoria LX will definitely turn heads. Value priced below the market average! Popular searches. My notifications My Account. Save Search. Enter your ZIP code to show only relevant vehicles for sale nearby. Search radius. Home delivery available. Only show local listings. Year s. Price and Payment Loan Price. Engine and Drivetrain Transmission Automatic 9. Drivetrain Rear Wheel Drive Cylinders 8 cylinders Fuel Economy. Vehicle Listing Details Recently added listings. Listings with recent price drops. Price Drop. No accidents. New Listing. Not provided. Showing 1 - 14 out of 14 listings. Overall Consumer Rating. Crown Victoria - a greatly under appreciated car. Around 5 months down the road and I very much wish that I had kept the Crown Vic as it was a more comfortable and better driving vehicle. Oh well, live and learn. COVID has cut back on any driving. Noticed some paint peeling around the gas cap. Had that area repainted. Cost was minimal. Otherwise, no issues with the car. The alternator failed. Replaced alternator, serpentine belt and pulley. Replaced shocks with some heavy duty shocks. Car handles and rides better. Seeing mpg city and highway, I have a lead foot, so I am rather pleased with the gas mileage. After years of owning this car I have grown annoyed with 2 things. The cup holder just plain stinks. The Traction Control system is pretty useless. Really wish my car had limited slip. I find myself turning off traction control every time I get in the car. Might have a shop add LSD in the future. I just like this car. Simple and cheap to work on. Can be a hoot to drive if you have the skill. Can hold a family of 4 and all of their luggage without issue. Very reliable. The suspension is showing signs that the shocks need to be replaced. Not surprising as this is a heavy car and I drive it like a sports car. No other issues. This is one heck of a car. May need to replace it this year. Really, that is the only issue with the car. Totally reliable. Replaced the factory radio and speakers. What an improvement!! On road trips, I can easily get mpg I am happy with this as my wife's Buick Enclave gets 13 city, struggles to get 21 highway and is far less comfortable that my Crown Vic. I bought my Crown Victoria used with 35, miles on it about 3 years ago. The car now has 65, miles on it and the only items that have needed attention are 4 new tires and a new battery. Regular oil changes with synthetic oil every 6, miles. People complain about how plain the car is, especially the interior. I must say that I enjoy this. No built in navigation system that breaks very expensive fix or requires purchase of updates again, expensive. No built in control of everything system see Ford Connect. If you have used the current Ford Connect system, Acura Navigation system or BMW iDrive system, then you know just how terrible they are and how very expensive they are to fix when they stop working and they will. The car handles very well in the city. The car rides fairly firm at low speeds and is a bit more floaty at speed. Not bad for a heavy V8 whose driver has a lead foot. The Good: Little electronic integration. Few 'high end' gadgets to break and fix very simple mechanically very inexpensive to fix good ride in town and on interstate comfortable seats very powerful HVAC gets around just fine in snow WITH snow tires The Bad: The cup holders are a very sick joke The auto HVAC system can be annoying to use can be difficult to find the 'right' temperature The radio is.. An aftermarket unit would be a good investment. The tow rating is kind of low for a vehicle of this size While the 4. I have seen Crown Victoria cabs in NY with over 1 million miles on them. This bodes well for me keeping this car for the next 10 years. Read more. Read less. Sign Up. A majority of all used US imports have either been in accidents, been stolen, been flooded, salvaged and rebuilt and shipped to Europe or are subject to open recalls. For 30 years, CARFAX has been collecting data on US vehicles from thousands of sources and has helped millions of used car shoppers reduce their risk of getting stuck with a vehicle that has costly hidden problems. For more than 30 years, CARFAX has been helping millions of used car shoppers make better purchase decisions and avoid expensive hidden problems. In addition, CARFAX has helped used car dealers around the world to build trust with their customers and sell their American cars with confidence. With more than

14 billion records, CARFAX has built up its database with the help of its partners and sources, including government offices, law enforcement agencies, service and repair shops, car dealerships, insurance companies and many more. In addition to publicly available information, CARFAX has collected information from many independent reliable sources. Thanks for the service, the price was absolutely worth. Immediately to the Internet, paid with credit card and in 10 minutes I had the report. Vehicle imported from California to Lithuania. For some weeks "Babs" is now with us and we have a lot of fun with the car. Buying Used American Cars? Search by VIN. Instant Access. We offer you unique vehicle history to help you make better purchase decisions. Trusted by millions of users. Worldwide market leader. The most popular blog articles How to detect mileage rollback? Mileage rollback is one of the most occurring types of fraud in the selling process of used cars. However, there are ways to detect mileage fraud. Even though odometer fraud is difficult to detect for the untrained eye, it is not an impossible task. Import a car from the USA. There are a few advantages to buying a American used car. Check the Service History of a Car. How important is the service history of a car? CARFAX takes a look at these questions and explains the importance of the service history of a car, as well as where you can find the complete history of service records. Make a VIN Search. This page is for personal, non-commercial use. We weren't able to find any results within the criteria y

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