

2018

AUTO PREVIEW

Featuring

***The newest
& hottest autos
rolling out
in 2018.***

2018 FORD EXPEDITION



Photo courtesy of cnet.com

2018 FORD EXPEDITION SUV NABS BEST-IN-CLASS FUEL ECONOMY

NOT BY MUCH, BUT HEY, WINNING IS WINNING.

BY ANDREW KROK
NOVEMBER 1, 2017
WWW.CNET.COM

It's been nearly an entire year since Ford unveiled the 2018 Expedition SUV at the Chicago Auto Show, and now, we're finally getting an idea of how thirsty this three-row ute-brute will be.

The rear-wheel-drive 2018 Ford Expedition will achieve an EPA-estimated 17 mpg city, 24 mpg highway and 20 mpg combined. That makes it the thriftiest SUV in its class, besting the Chevrolet Suburban and Tahoe by 1 mpg across the board. It

also beats out the Nissan Armada (14 mpg city, 19 mpg highway) and the Toyota Sequoia (13 city, 17 highway).

538 miles on a single tank? Better make sure your little ones aren't pounding water by the gallon, or else you'll be stopping anyway.

Ford

Based on its highway rating, at a safe cruising clip, the Expedition will max out around 538 miles on a single tank of gas. That's enough to get you halfway from Chicago to Denver.

If you'd rather have four-wheel drive, the 2018 Expedition's highway mileage drops to 22, but its city rating stands firm at 17. No matter the drivetrain, the engine remains a 3.5-liter turbocharged V6, while many of its competitors are still making do with V8s.

Thankfully, there's plenty to keep the kids busy as you pass all those gas stations. The Expedition has a 4G LTE Wi-Fi hotspot capable of supporting up to 10 different devices, and the built-in entertainment system can stream television to the rear seats.

The 2018 Ford Expedition goes on sale in the very near future, with a starting price of \$51,695.

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2018 KIA RIO



Photo courtesy of carmudi.com

EVERYTHING YOU NEED IN A FRILL-FREE SUBCOMPACT... AND LITTLE ELSE.



SEPTEMBER 2017
BY ANDREW WENDLER

Here in the land of plenty, where pickups, SUVs, and crossovers generally see the most sales action (Ford's F-series sold 576,334 units in the first eight months of 2017 alone), it's easy to forget that the subcompact-car segment is still vital. Certainly, from a global perspective, it continues to make sense for automakers to field a competitive small runabout. Take the 2018 Kia Rio. The current model was Kia's best-selling car globally in 2017 (almost 450,000 units, per Kia), and the new 2018 Rio was redesigned to keep its international popularity strong. The upside is that we profligate Americans get all the benefits of a well-rounded subcompact without having to shoulder the entire cost of development.

Bean Counting

The four-door 2018 Rio is offered as a sedan or a hatchback, and it comes as no surprise that Kia figures 70 percent of buyers in the United States will opt for the sedan, despite the hatchback's undeniably more attractive proportions. In addition to three regular trim levels—LX, S, and EX—the new Rio also can be had as a loaded Launch Edition that will be available through the 2018 model year.

Regardless of trim level, navigation is off the table. Full stop. After years of pushing the tech-for-the-price envelope, Kia has concluded that eliminating factory navigation is an effective way to keep the price within reach of the Rio's ostensibly youthful demographic. The rub is that only the top-tier EX and Launch Edition get Apple CarPlay or Android Auto compatibility. The rest of us will be left to our cellular devices, although at this point they're so integrated with the human condition that we suspect few buyers in this segment will mind.

Pursuit of fiscal efficiencies also led to the virtual elimination of the Rio's options (the sole extra-cost item as of this writing being leather upholstery with red accents on the EX). Without the ability to add features, Rio shoppers will want to choose their trim level wisely. The base LX, for example, has crank windows and manually adjusted side mirrors, and it rolls on 15-inch steel wheels; Bluetooth, cruise control, a backup camera, a center-console armrest, and keyless entry are not available. (Starting May 1, 2018, all new cars are required to have a backup camera as standard, so we expect that the LX trim will adopt the feature.) The midrange S trim level does get Bluetooth and a backup camera but uses rear drum brakes and makes do without a telescopic steering wheel (all Rios get tilt) and visor vanity mirrors, among other minor details. While all three trims are equipped with satellite radio, the LX and S use a tiny 5.0-inch screen while the top-spec EX gets a 7.0-inch unit to make the most of the Apple CarPlay/Android Auto hookup. Only the EX includes aluminum wheels, a telescoping column, automated emergency braking, a leather-wrapped steering wheel and shifter, and a few other items. In a spectacular example of micro bean counting, all three employ a four-speaker sound system, but only the upper two models get dedicated tweeters for a total of six speakers.

Soul Power

The minimalist theme continues under the Rio's hood. The same direct-injected 1.6-liter inline-four used in the previous Rio and the current base Soul is the only available engine. (The Europe-market 2018 Rios we drove earlier featured three entirely different engines.) Rated at 130 horsepower and 119 lb-ft of torque, output drops by 8 hp and 4 lb-ft, but what's there arrives at lower rpm (a vague power graph the company produced shows a slight increase of torque at 1500 rpm in comparison with the engine's previous tune). Although both six-speed manual and six-speed automatic transmissions are offered, Kia believes only around 5 percent of buyers will want the row-your-own gearbox and limits its availability to the base LX.

For our first exposure to the U.S.-spec Rio, Kia had only

top-drawer EX models on hand. The upside is the overwhelming majority of test vehicles were hatchbacks, which is our preferred version of the Rio for both aesthetic and practical reasons, despite America's peculiar preference for the sedan.

Acceleration provided by the 1.6-liter four-pot, as you might guess, is leisurely. What power there is comes on in linear fashion—unsurprisingly, for a naturally aspirated engine—and shifts are tuned for comfort. Even under full throttle in Sport mode (which alters throttle response and changes shift mapping), the gear swaps are clandestine, with the priority on a smooth hand-off. If it weren't for the engine sound you might think the transmission was a CVT. The brake pedal delivers measured response and better modulation than it probably needs to. Hard braking from 75 mph in the rain revealed a short and drama-free stop, thanks to early intervention of the anti-lock brakes.

Sound Salvation

Kia claims the new platform reflects a 30 percent increase in tensile strength over the previous Rio; while we can't verify that claim, we can say it feels tight and solid. The suspension is via struts up front with a torsion beam at the rear—inexpensive small-car design 101. We managed to bottom out the suspension only once, hammering the Rio over the rough, brick-paved streets of Baltimore's Fells Point neighborhood, and the only indicator of the abuse was a minor rattle from the hatch. Highway travel was similarly quiet, the 15-inch Continental ProContact TX 165/65R-15 all-season tires rolling over concrete and asphalt without much audio drama. While far from sporting, the steering is linear and the Rio doesn't protest when aimed down a twisty back road; Kia PR never missed an opportunity to remind us that the Rio was developed for the European market. Although its limits are low, the entire package is reasonably well balanced, and you can have a bit of fun if you subscribe to the drive-a-slow-car-fast school of thought.

Interior materials consist of mid-grade plastics typical of the segment, and the three-knob HVAC controls are simple enough. Passengers will find interior space a mixed bag. The ample front seats and airy cabin offer enough space for people sized just on the small side of NFL linemen, but what Kia giveth in front it taketh in the rear: The reasonably comfortable rear seat bottoms and seatbacks are essentially pointless given the dearth of legroom. The sedan's cargo hold offers only 14 cubic feet of space against the hatchback's 17 cubes, which is increased to 33 with the back seats folded. By comparison, the Honda Fit has 17 cubes behind the rear seats and the Ford Fiesta has 15.

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2018 VOLKSWAGEN TIGUAN



Volkswagen's compact SUV jumps a segment in size and price, but faces tougher competition as a result.

2018 VOLKSWAGEN TIGUAN FIRST TEST: IS BIGGER BETTER?

MARK RECHTIN
OCTOBER 2, 2017
MOTORTREND.COM

Built in Mexico with the American market in mind, the 2018 Volkswagen Tiguan has gotten so much larger—gaining 7.3 inches of wheelbase and 10.6 inches of overall length—that it has actually jumped clear out of the compact SUV segment.

The redesigned VW Tiguan's dimensions are now more in line with a Toyota Highlander than a Toyota RAV4. It also means it now comes in a three-row, seven-seat configuration (not that the third row has much to recommend it, but more on that later).

Unfortunately, all this added size means more weight, and the Tiguan has gained 373 pounds in base trim. The problem is that this two-ton package (when the driver is in place) is propelled by an overwhelmed 184-hp 2.0-liter turbo-four engine. And despite its 221 lb-ft of torque being routed through a strong eight-speed automatic, the Tiguan's engine rarely feels comfortable when pressed at speed.

The Tiguan handled our silty, hilly off-road course with aplomb, regardless of which drive mode was selected. About the only complaint was that the Tiguan's skinny tires tended to tramline within rutted passages. But the excellent hill-descent

software meant crawl speeds down steep downhill passages were reassuringly controlled. There are even menus within the virtual cockpit screen to show a compass and the vehicle's steering angle. In short, it's more than competent in the crud.

Inside, the Tiguan provides a dressy interior, if you're into the whole acres-of-black-plastic gestalt. International Bureau Chief Angus MacKenzie feels it's "built-to-price ... cost-cutting is evident. The forms and details are nice, but some of the plastics are hard." Dickie found the driver's seat cushion too short and lumbar support to be poor. And editor-in-chief Ed Loh's pet peeve is a mesh sunroof shade that let in too much blazing desert sunlight.

The instrument panel feels like a budget version of Audi's virtual cockpit, in all the best ways. But although the infotainment interface is clean and integration with Apple CarPlay is prompt, its voice recognition might as well have been set on German, for all its misunderstandings of the spoken word. It gets less intelligent when the air conditioning creates a gray noise backdrop. I ended up yanking the USB cord and dictating notes directly into my iPhone instead. (BTW, the air conditioning works great, even in 100-degree desert heat.)

Countering the gray noise was a thumping 480-watt Fender audio system, which everyone thought was crisp and sharp—save for the ears of Detroit editor Alisa Priddle, who felt the

speakers' performance did not deliver the premium sound she expected.

Being a second-row passenger in a Tiguan is a blissful experience, with multiple recline angles and gobs of legroom with the seats slid back against the stops and decent space even when slid forward. There's excellent visibility outward, and should you choose to be an introvert, there is a USB port and 12-volt outlet.

About that third-row seat—even with second-row seats slid forward, the third row is essentially useless, using up all your cargo space while providing a passenger area inadequate for anything larger than a fox terrier.

Here's the kicker: A five-seat version is only available for the Tiguans with 4Motion all-wheel drive, and you have to ask for it. Seven seats are standard on front-drive Tiguans, and there is not a delete option to get a five-seater. Pick your poison.

In the end, it's about value for money. With a starting front-drive base price of \$26,245 (and \$39,245 as tested in seven-seat AWD SEL Premium trim), the Tiguan dances between the compact and midsize SUV price ladders. Also, shoppers should know that a stripped-down version of the old Tiguan (called "Tiguan Limited") is still on sale at VW dealers, so you also have the option of going smaller and cheaper (starting at \$22,860) if you want. But it's old school and old tech.

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2018 DODGE

CHALLENGER



Photo courtesy of motortrend.com

BALANCING OLD-SCHOOL COOL WITH NEW-AGE PERFORMANCE



NOVEMBER 2017 BY ERIC STAFFORD

Like a classic-rock song, the Challenger quickens the heart rate and stirs up nostalgia. Its old-school roots are obvious; witness the retro design and simplistic interior. Available with a class-exclusive, all-wheel-drive powertrain for the base V-6 engine, Dodge's pony car also can be fitted—in rear-wheel-drive form—with a 375-hp or mighty 485-hp Hemi V-8. Both engines have a standard six-speed manual transmission; a proficient eight-speed automatic is optional. The Challenger's cushy ride and comfy cabin make it a compelling cruiser, but the Chevrolet Camaro and the Ford Mustang have elevated performance expectations.

HIGHS

Powertrain options galore, comfy and simplistic cabin, all-wheel-drive exclusivity.

LOWS

Lazy handling, portly proportions, rubberized interior materials.

VERDICT

This big, brash pony car balances old-school cool with new-age performance.

What's New for 2018?

The 2018 Challenger has minor updates that include new standard equipment, performance upgrades, and exterior colors. Red Brembo brake calipers are now an option on several V-8 trims. An all-new Performance Handling package is available on models with the 5.7-liter V-8; it includes four-piston Brembo brakes and a tuned suspension. The all-wheel-drive Challenger GT adds optional 19-inch wheels with painted pockets. The Super Track Pak on the SXT Plus and R/T Plus trims now features nappa leather and microsuede sport seats. The SXT, R/T, R/T Shaker, and T/A models receive a standard 7.0-inch Uconnect touchscreen. A backup

camera is now standard, too. The 2018 Challenger lineup adds F8 Green and IndiGO Blue exterior colors, which have late availability; B5 Blue and Plum Crazy also return later in the year.

What Was New for 2017?

Apart from a light exterior refresh and a significant interior redesign for 2015, the Challenger hasn't been completely new since it returned from the dead in 2008. For 2017, the lineup adds the heritage-inspired T/A and T/A 392 models. Along with unique exterior and interior elements, they have wider wheels and stickier tires; the 392 version has more powerful Brembo brakes. The T/A twins also share a cold-air induction system similar to that used in the Challenger SRT Hellcat. Every Challenger has an updated Uconnect infotainment system; the optional 8.4-inch touchscreen with navigation adds multitouch gestures. Models equipped with the 5.7-liter V-8 now have an active exhaust system. Among the other additions are standard houndstooth cloth seats on some models and revised paint choices. Green Go, Yellow Jacket, Destroyer Grey, and Octane Red are new colors, while White Knuckle and Contusion Blue are renamed carryovers.

Trims and Options We'd Choose

The Challenger's optional 485-hp 6.4-liter V-8 is the most powerful engine in its class; the 707-hp Challenger SRT Hellcat and 840-hp Demon are in another league altogether. We prefer the regular Chal-

lenger paired with the R/T Scat Pack (starting at \$40,090)—which includes the 6.4-liter V-8—for the best balance of appearance and performance. The eight-speed automatic transmission costs \$1500 for this trim, but it avoids the six-speed manual's \$1000 gas-guzzler tax so it's effectively a \$500 option. Its standout standard features are 20-inch wheels, a high-performance Brembo brake package, rear parking sensors, and an 8.4-inch Uconnect touchscreen with Apple CarPlay and Android Auto. The only options we'd add are:

- Driver Convenience Group package

(blind-spot monitor, rear cross-traffic alert, high-intensity-discharge headlights, and more) for \$1095

- Dynamics package (wider 20-inch black wheels, six-piston Brembo front-brake calipers) for \$2200

- Pirelli P Zero summer tires for \$695

Our Challenger R/T Scat Pack with the standard six-speed manual rang up at \$44,080. The Dodge doesn't dominate the V-8-powered Ford Mustang GT or Chevy Camaro SS at the track, but its hefty horsepower rating and retro roots recreate the good old days better than both.

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2018 MAZDA CX-9



Photo courtesy of autoevolution.com



SEATING

7

CARGO (STD/MAX)

14.4 / 71.2 cu. ft.

SAFETY (IIHS)

Top Safety Pick+

YOU'LL LIKE

- Surprisingly good handling for a large crossover
- Premium-feeling interior, especially on higher trims
- Easy third row access

www.motortrend.com

2018 MAZDA CX-9 MODEL OVERVIEW

The CX-9 Signature's interior is a highlight because it feels expensive and can nearly rival interiors found in luxury cars

BUYER'S GUIDE
MOTORTREND.COM

New for 2018

The 2018 Mazda CX-9 gets automatic emergency braking and G-Vectoring Control as standard on all trims. When entering a turn, G-Vectoring Control reduces torque slightly to shift the car's weight to the front tires to improve steering response and increase cornering force. Once the steering wheel unwinds, full power comes on, transferring weight to the rear tires and adding stability. Heated second row seats are now available on upper trim levels and the full suite of active safety tech is now available as an optional package in lower trims. Soul Red Crystal, an exterior color that debuted on the second-generation CX-5, replaces Soul Red Metallic in the 2018 CX-9.

Vehicle Summary

Slotting above the compact CX-5, the 2018 Mazda CX-9 is Mazda's large three-row crossover that seats up to seven passengers. Front-wheel drive is standard and all-wheel drive is optional on all but the range-topping Signature trim, which has standard all-wheel drive.

Overview

The only engine available is a 2.5-liter turbo-four with 310 lb-ft of torque and 250 hp on premium fuel or 227 hp on regular gas. The engine is paired exclusively to a six-speed automatic transmission. EPA fuel economy ratings are 22/28 mpg city/highway for front-drive models and 20/26 mpg with all-wheel drive. Despite its size, the CX-9 isn't the roomiest three-row crossover with 14.4 cubic feet behind the third row, 38.2 cubic feet behind the second row, and 71.2 cubic feet behind the front seats.

The base Sport trim comes with LED headlights, 18-inch alloy wheels, tri-zone climate control, keyless start, cloth upholstery, a 7.0-inch touchscreen, the MazdaConnect infotainment system, Bluetooth connectivity and two USB ports. Move up to the Touring trim and you'll get a power driver's seat, a power liftgate, an 8.0-inch touchscreen, heated front seats, keyless entry, a power front passenger seat, and leather upholstery. The Touring Premium package adds LED fog lights, navigation, a 12-speaker Bose premium audio system, parking sensors, and

YOU WON'T LIKE

- Stiff ride on poor roads
- Overly aggressive automatic emergency braking system
- Cargo space isn't as generous as some rivals

a sunroof.

Grand Touring models feature the same equipment as the Touring trim with the Touring Premium package and adds 20-inch alloy wheels, aluminum interior trim, a head-up display, adaptive headlights, heated second-row seats, a heated steering wheel, and roof rails. The range-topping Signature trim adds all-wheel drive, Auburn Nappa leather upholstery,

rosewood interior trim by Japanese guitar maker Fujigen, LED interior lights, and LED grille lighting.

Safety

The NHTSA hasn't crash-tested the 2018 Mazda CX-9. Although the IIHS hasn't evaluated the 2018 CX-9, the 2017 model received a Good score on all crash worthiness tests and an Average rating on the headlights test (Good is the highest possible score). In the front crash prevention test, the CX-9 received a Superior rating after it avoided a 12-mph and a 25-mph collision (Superior is the highest possible score on the front crash prevention test). As a result, the Mazda CX-9 received the 2017 Top Safety Pick+ award from the IIHS.

All 2018 Mazda CX-9s get a standard low-speed automatic emergency braking system that works up to 19 mph. Optional on lower trims and standard on the upper grades is an automatic emergency braking system that works at highway speeds. Other available active safety features include forward collision warning, lane keep assist, lane departure warning, Distance Recognition Support and blind-spot warning with rear cross-traffic alert.

What We Think

In a 2016 comparison test that also included the Toyota Highlander and GMC Acadia, the Mazda CX-9 won thanks to its engaging driving dynamics and premium-feeling interior. However, the crossover did have its quirks including steering that can get too heavy for a family-oriented vehicle, a stiff suspension that gets upset on poor road surfaces, and an overly aggressive automatic emergency braking system. The CX-9 Signature's interior is a highlight because it feels expensive and can nearly rival interiors found in luxury cars, as we noted in a 2016 First Test. Third row access is easy thanks to a single latch that moves the second row seats out of the way, and there's respectable amounts of room for adults back there for short trips.

Cool Fact

The CX-9 is currently the only vehicle in Mazda's lineup that uses the brand's turbocharged 2.5-liter I-4.

2018 HYUNDAI SONATA



Photo courtesy of kelleybluebookimages.com



YOU'LL LIKE THIS CAR IF...

The Hyundai Sonata is a refined, affordable, high-tech sedan that now has styling that makes it stand out on the road. With everything ranging from a cost-effective, well-equipped base model to topline models with class-above features, the Sonata has you covered.



2018 HYUNDAI SONATA EXPERT REVIEW

BY ALLYSON HARWOOD
KBB.COM

As SUV sales dominate, the midsize sedan market has become more competitive than ever. Fighting for every scrap of midsize sedan sales, mainstays like the Honda Accord and Toyota Camry continue to top the sales charts, but rivals like the Hyundai Sonata are ambitious climbers. The Sonata also faces strong contenders like the Ford Fusion, Chevrolet Malibu, Nissan Altima, and Kia Optima. The Sonata already stood out for tremendous value for the money, a choice of naturally aspirated, turbocharged, hybrid and plug-in drivetrains; the latest in high-tech, and a comfortable and quiet driving environment. Refreshed this year, the 2018 Hyundai Sonata receives a significant update that adds more muscular styling, a redesigned interior, and a new transmission for the turbocharged engine.

What's New for 2018

New styling, new technology, a redesigned interior and a new transmission behind the available turbocharged engine are the biggest highlights for the 2018 Hyundai Sonata. Hyundai has added more features while only marginal price increases, keeping the Sonata among the least expensive midsize sedans you can get.

Driving Impressions

Already lauded for its comfort, Hyundai updated the Sonata's suspension to improve handling and reduce body roll. While the ride is firmer, comfort wasn't sacrificed in the process. The standard 2.4-liter has enough power to satisfy most drivers, with ample acceleration and passing power, and decent fuel economy. This transmission works harder on grades, but it shifts smoothly and does a fine job managing the power. If you want more sporting attitude, consider the optional 2.0-liter turbo engine. It offers 245 horsepower and 260 lb-ft of torque -- the same as last year -- but is now backed by a new 8-speed automatic transmission. It offers quick acceleration from a stop and plenty of easy-to-access torque. The 8-speed is responsive, yet the shifts are smooth and subtle. With the 2.0-liter engine, the Sonata receives a different version of electric power steering, which has a natural feel.

Connected Cabin

Between standard features like Android Auto and Apple CarPlay, a 7-inch touch screen and Bluetooth, and options such as wireless smartphone charging, navigation, satellite radio, Blue Link telecommunications, and a rear USB port, your crew will always be charged, connected and caught up on social media.

Drive Modes

All Sonatas come standard with drive modes: Eco, Comfort and Sport. Eco improves fuel economy by changing the transmission and throttle programming. Sport mode affects transmission, throttle and steering response. The 2.0T adds a Smart driving mode. This alternates between the other three modes, responding to the driver's input.

Interior

The 2018 Sonata's redesigned interior looks sharper, and as

an added benefit: The controls are even more intuitive. The screen sits higher, allowing all the controls to sit higher, making them easier to reach. Buttons and knobs are well organized in wider horizontal rows, with navigation and audio controls just below the screen and the climate controls falling neatly below. The new 3-spoke steering wheel has a more upscale design, and the overall look and feel of the interior is more premium than before. Sport models have a flat-bottomed steering wheel and cloth seats with leather bolsters and contrast stitching.

Exterior

No longer lost in the shuffle, the Sonata's new sense of style is dominated in front by Hyundai's cascading grille, sharper lines and LED running lights. Sport models receive a unique grille and front fascia, plus dual exhaust tips. In all models, the panoramic sunroof option is gone, replaced by an available conventional

YOU MAY NOT LIKE THIS CAR IF...

The improvements for 2018 are significant, but conservative. 2018 sees an all-new Honda Accord and Toyota Camry, and this intimidating duo may overshadow the new Sonata. Those that want an updated 2018 hybrid will have to wait several months, and the Sonata is not available with all-wheel drive.

tilt-and-slide unit. Also, the trunk release is now hidden in the Hyundai logo. Push the area below the ring, above the "H" to open the trunk. Once the lid opens, you have access to the largest trunk in the Sonata's class.

Standard Equipment

Hyundai reorganized its trim-level lineup: It dropped the base model, making the SE the most affordable Sonata. It comes nicely equipped with plenty of tech, including a 7-inch touch screen display, 6-speaker audio system, Bluetooth and USB smartphone connectivity, a rearview camera, and Apple CarPlay and Android Auto compatibility. The Sonata also has air conditioning, power windows and locks, heated side mirrors, blind-spot detection with rear cross-traffic alert and lane change assist, cloth seats, a tilt/telescoping steering wheel, and a 60/40-split fold-down rear seatback. There are seven airbags, including a driver's knee airbag, plus standard stability control and electronic brake assist.

Optional Equipment

From SE, you can move up to SEL, Sport and Limited. Available features include automatic high beams, 10-speaker Infinity audio, navigation, power heated/ventilated leather front seats, a heated steering wheel, and Blue Link Connected Car. Those in the back seat can enjoy a USB port, center-console-mounted vents and rear side window shades. LED headlights and tail-

lights, 17- or 18-inch wheels and a hands-free smart trunk are available, while safety adds include smart cruise control, automatic emergency braking, rear parking sensors, and lane-keep assist. You can also get the turbocharged 2.0-liter 4-cylinder engine with an 8-speed automatic.

Under the Hood

When the entire 2018 Sonata line goes on sale, there will be five drivetrain choices, all of them with four cylinders. The standard 185-horsepower 2.4-liter inline-4 is more than adequate. For a more spirited drive, you can choose the 2.0-liter turbocharged inline-4 and its 245 horsepower, an engine that is now backed by a smooth-shifting 8-speed automatic transmission. The Sonata Eco's 1.6-liter turbo puts out less horsepower (178) but more torque (195 lb-ft) than the standard 2.4, and is available only with a 7-speed dual-clutch automatic. The two hybrid models -- regular and plug-in -- will complete the lineup when they go on sale in 2018. In the meantime, the 2017 hybrids will continue to be available.

2.4-liter inline-4 (SE, SEL, Sport and Limited)

185 horsepower @ 6,000 rpm
178 lb-ft of torque @ 4,000 rpm
EPA city/highway fuel economy: 25/36 mpg (SE),
25/35 mpg (SEL, Sport, Limited)

2.0-liter turbocharged inline-4

(Sport 2.0T, Limited 2.0T)
245 horsepower @ 6,000 rpm
260 lb-ft of torque @ 1,350-4,000 rpm
EPA city/highway fuel economy: 23/32 mpg

1.6-liter turbocharged inline-4 (Eco)

178 horsepower @ 5,500 rpm
195 lb-ft of torque @ 1,500-4,500 rpm
EPA city/highway fuel economy: 28/37 mpg

Pricing Notes

The 2018 Hyundai Sonata's Manufacturer's Suggested Retail Price (MSRP) is about \$22,900 for the SE including the \$885 destination charge. Next up is the Eco, at just above \$23,500, and the nicely equipped new midrange SEL trim that starts at \$24,585. As soon as you get into Sport (\$26,085) and Limited (\$28,285) territory, you can opt for the 2.0-liter turbocharged engine. With the Sport, the upgraded engine and other included features add \$2,400 to the bottom line. The absolute top-of-the-line Limited has an MSRP of just over \$33,000. (Pricing for the 2018 hybrids hasn't been announced yet.) Those prices are in line with the Honda Accord (2017), Toyota Camry (2018) and Nissan Altima (2017), with a slight price advantage overall. Check the KBB.com Fair Purchase Price to see what others are paying in your area, and note that the Sonata's projected mid-pack resale value has been improving.

To find out what consumers are really paying for this vehicle, first select a style to see the Fair Purchase Price| Calculate payments for this vehicle

To compare current market prices, check out KBB.com's car classifieds to view the new and used Hyundai Sonata vehicles for sale near you.

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