

VOICE AUTOMOBILE



2018 Mitsubishi Outlander PHEV

By Nauman Farooq

In the world of automobiles -just as in the world of real estate- a strong foundation is key, so build something good and it'll last a very long time!

Take the current model of the Mitsubishi Outlander, it is built on a platform that has been around since 2006, but over time its maker has refined it, strengthened it, changed the styling up, give it new features inside, and offered a few different drivetrains with it.

For 2018, Mitsubishi Canada is finally offering the Outlander with a Plug-In Hybrid Electric Vehicle (PHEV) drivetrain - a model that was first introduced at the 2012 Paris Auto Show.

So, it has taken a bit of time to get to our shores, but that's OK, because Mitsubishi has been improving the vehicle over the last six years, and the 2018 model offers not only more power, but more range.

To see how it all works, I spent a week with this PHEV.

It had been a few years since I last spent time with an Outlander, and that vehicle I drove back in 2013 was not one that left me with fond memories! It was the first time Mitsubishi offered a CVT automatic with the Outlander, and the transmission was not smooth, plus the interior looked as if it was built from recycled tupperware boxes.

Imagine my surprise then, when I opened the door of this 2018 Outlander PHEV, and finding a cabin that is not only much more pleasing to the eyes in terms of design, but also material quality. The 2018 Outlander is leagues ahead of its predecessor, and has evolved into a proper luxury vehicle - so if, like me, you haven't looked at the Outlander in a few years, you owe it to yourself to check out the 2018 model.

My tester had brown leather seats with red stitching, which not only looked good, but were also fantastic to sit on, too. Couple that with piano black trim finishes on the dashboard and center console, and this new Outlander PHEV feels less like a conventional SUV/CUV, and more like a premium class vehicle.

There is not much conventional about its



powertrain either! Under the hood you'll find a 2.0L four-cylinder motor that produces just 117 hp - that doesn't sound very exciting, but wait, there's more! That gasoline engine is paired with two electric motor (one at the front, and one at the rear), which each produce 80 hp. Simple math would lead you to believe that the total output would be 277 hp, but that's not how

horsepower is calculated because the gasoline and electric motors peak at different points. Mitsubishi publishes total output figures of 197 hp and 144 lb-ft of torque - which is plenty.

Thanks to its Super-All Wheel Control (S-AWC) system, power is fed to whichever wheel can best use it, and can be locked into four-wheel drive for when

you're off-road. Between the motors and the wheels lies a one-speed direct drive transmission, which cleverly and smoothly delivers power to the ground. Sure, at certain times you'll hear the engine and transmission whine (usually under hard acceleration), but all is calm when you're simply cruising.

It sure does cruise well, thanks to its electric motors. Powered by a 12 kWh battery pack -which can be charged via level 1, level 2, or level 3 Fast Charged (80% charge in under 30 minutes)- this vehicle would normally give you an all electric range of about 30 km. However, if you use its selectable six-level regenerative braking system to the maximum, and drive it smartly in the city, you'll go even further! On a full charge, I managed to cover 37 km of real world driving, and that is plenty of range for most of us, especially if you don't live in a massive city - which I don't.

On a more conventional driving cycle, where you're driving it on a full charge and covering about 100 km of distance - so the gasoline engine will kick in after the battery is depleted - the Outlander PHEV averaged 5.6 L/100 km, which is better than most subcompacts.

The 2018 Outlander is no subcompact, it

Continued on page 8

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New Toyota Avalon Wins Highest Safety Award

TORONTO: The completely refreshed 2019 Toyota Avalon has been recognized with the highest safety award from the Insurance Institute for Highway Safety (IIHS).

The 'Limited' grade of the vehicle, (equipped with LED projector headlights), won the 2018 TOP SAFETY PICK+ award after undergoing a series of safety tests to evaluate the strength of the vehicle's crashworthiness and crash avoidance and mitigation ability.

Built on the Toyota New Global Architecture (TNGA) platform, the all-new Toyota Avalon offers a stronger chassis, allowing it to perform even better during crash testing.

The new TNGA sedan platform also offers enhanced handling and a comfortable driving experience without compromising the vehicles' sleek design.

Standard on the new Avalon is the Toyota Safety Sense™ P package - a suite of advanced safety features designed to assist the driver and help mitigate collisions. These active safety technologies include: Pre-Collision System with pedestrian detection, Dynamic Radar Cruise Control, Lane Departure Alert with Steering Assist,



and Automatic High Beams.

The standard Pre-Collision System helped prevent frontal collisions in IIHS track tests at about 19 and 40 km/h. Its forward collision warning component also met National Highway Traffic Safety Administration criteria.

The LED projector headlights with laser ablation helped the Limited grade 2019 Avalon earn the top rating as they provide good visibility in most driving conditions.

To earn the 2018 TOP SAFETY PICK+ award, vehicles were required to earn good ratings in the driver-side small overlap

front, moderate overlap front, side, roof strength and head restraint tests, and an "acceptable" or "good" rating in the passenger side small overlap test. It also required available front crash prevention to earn an "advanced" or "superior" rating and available "good" rated headlights.