

VOICE AUTOMOBILE



2019 Subaru Ascent Just Wants To Blend In

By Nauman Farooq

The last time Subaru attempted to offer a seven-passenger SUV, it was called the Tribeca, and it was actually very good. Produced between 2005 and 2014, the Tribeca offered space, pace, comfort and tech – in short, an ideal family SUV. But, hardly anyone bought one, and as a result, when Subaru finally pulled the plug on its production, it seemed that they would just abandon this segment altogether!

Fast forward to present time, and Subaru is back with another seven-passenger SUV. Instead of using the Tribeca name, they've chosen to call this one the Ascent, but what's it like? Read on, to find out!

Styling: Very few seven-passenger SUVs offer interesting looks, and the Ascent is no exception. While it is not an eyesore, it



doesn't dare to take any type of styling adventure either. Especially in white, it looks like any generic SUV, and about as memorable as the last fridge I saw. The old Tribeca dared to be different, whereas the new Ascent wants

to just blend in, and as someone who really cares about design, this one really disappoints!

Interior: Step inside, and things get a lot better. Not that you'll find daring design in the cabin of the Ascent, but it has a clean,

uncluttered interior that is easy to work out. The seating position is good, the seat comfort is excellent, and all the controls are within easy reach.

The touchscreen infotainment system is actually quite respon-

sive, and the vehicle is very well equipped thanks to features like heated seats, heated steering wheel, automatic climate control, etc.

For many people buying a vehicle of this type, space is very important, and the Ascent has lots of it. Even access to the third row is easy, as the middle-row seats move away easily. So, if you have a large family to move, and want a spacious, comfortable vehicle, the Ascent is quite good at this task.

Powertrain: Regardless of the trim you choose, the Ascent only comes with one mechanical specification. Under the hood lies a horizontally opposed, turbocharged, 2.4L engine, that produces 260 hp and 277 lb-ft of torque – with power going to all-wheels as standard. Like most Subaru engines, this one is

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