

Seeing things

Why are the Mirage's sales figures rising?

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Continental drift?

The new MKZ pays a nod to Lincoln's past.

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Mileage masters

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TEST DRIVE

Status Quo

2016 Acura TLX

DAN LYONS | text
Special to the Times Union

Redesigned last year, TLX carries over for 2016 essentially unchanged. Acura's midsize, luxury sport sedan is the successor to the former TL and TSX models. The four-door midsize luxury sedan is offered in six variations.

The base model TLX has a starting sticker price of \$31,695, and is powered by a 2.4-liter, four-cylinder engine. It's also available with the Technology Package (\$35,750). The remaining models are all equipped with a 3.5L V-6 engine. Front-wheel-drive TLX 3.5Ls start at \$35,320, and can be upgraded with Technology

2016 Acura TLX

MSRP: \$31,695 (2.4L) · As tested: \$36,670

(\$39,375) or Advance Packages (\$42,600). Finally, there are two all-wheel-drive equipped TLX models: TLX 3.5L AWD Technology (\$41,575) and Advance (\$44,800). Four-cylinder cars are matched with an eight-speed, dual-clutch automatic transmission, while V-6 TLX models get a nine-speed automatic. My front-drive TLX was equipped with the 2.4L engine. Adding the destination charge of \$920, it had an as-tested price of \$36,670.

The 2.4-liter four is naturally aspirated and rated at 206 horsepower and 182 lb. ft. of torque. It provides adequate acceleration feels refined. However, with premium class cars come heightened expectations and the performance of the non-turbo TLX four-cylinder



THE 2016 ACURIA TLX shares many things with its Honda cousin Accord. Its shorter length makes for tidier design lines outside, but less rear seat legroom (4 inches) than the Accord.

falls short of some rivals in its competitive class. Fuel economy is EPA estimated at 24 city/35 highway. The step up engine produces 290 h.p. and 267 lb. ft. of torque. Performance with the six is more in line with segment standards (0-60 mph in about 6½ seconds), though at an added cost (\$35,320 base) and taking a mileage hit.

Official estimates for the V-6 are 21/34 (FWD); 21/31 (AWD). No manual transmission is offered on TLX. While that's understandable given the take rate on stick shift cars these days

(low and dropping), it's a ding on the car's sport sedan credentials.

In winters like this one (blessedly mild, at this writing), front-wheel-drive is just fine, thank you, and offers the benefit of a lower entry price and higher mileage. But as we know, the menu for the typical winter around here includes a smorgasbord of slop, which accounts for the ever-growing popularity of all-wheel-drive. Acura's AWD system is a good one, paying dividends on wet or dry pavement.

The Acura TLX's AWD system is a good one, paying dividends on wet or dry pavement.

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