

Car Talk:
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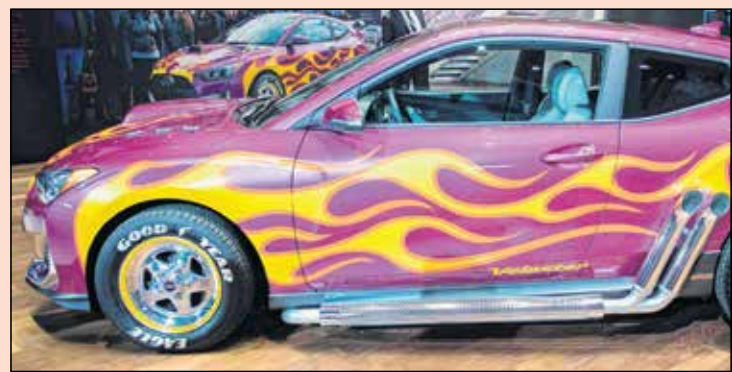
Hint: It depends on where you live.

SEE INSIDE



Show time!

Highlights from week one of the Detroit Auto Show.
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ON THIS DATE IN AUTO HISTORY:

In 1909, General Motors bought Oakland Motor Car Corporation of Pontiac, Michigan, which later became its Pontiac division.

TEST DRIVE

Full-size, Expanded 2018 Dodge Durango R/T AWD

DAN LYONS | text
Special to the Times Union

Durango's lineup has been revamped and expanded for 2018. The entry level models for the full-size SUV line starts with SXT (MSRP: \$29,995). It's followed by GT (\$37,795), which replaced Limited in 2017. Next up are Citadel (\$42,145) and R/T (\$43,695). Last (and newest) is the SRT (\$62,995).

My latest test drive in a Durango was in an R/T. With four option packages and a \$1,095 destination charge, it had an as-delivered price of \$53,870.

SRT is a muscle truck and packs a suitably muscular motor (6.4L Hemi, 475 horsepower, 470 lb.-ft. of torque). All other models (except the R/T) get a 3.6-liter V-6 as standard issue. It's rated at 290 h.p. (295 on Citadel and models with the Blacktop package) and 260 lb.-ft. of torque. Standard on R/T and optional elsewhere is the 5.7-liter Hemi V-8, which generates 360 h.p. and 390 lb. ft. of torque. All



2018 Dodge Durango R/T AWD
Base MSRP: \$43,695 · As Tested: \$53,870

motors are linked to one of two eight-speed automatic transmissions. Maximum towing capacity for six-cylinder Durango's is 6,200 lb., while eight-cylinder models can be equipped to tow up to 7,200 lb. (5.7 w/AWD), 7,400 lb. (5.7w/RWD) and 8,700 lb. (SRT w/AWD). The EPA estimates fuel economy for V-6 models are 19/26/21 (RWD); 18/25/21 (AWD). 5.7L Hemi-powered Durango's are predicted to return 14/22/17 (RWD and AWD), while the SRT checks in with 13/19.



THE 2018 DURANGO is Dodge's full-sized SUV, and a muscular one at that. The Durango R/T comes with a 6.4L Hemi that produces 475 horsepower. Lower trim levels offer a 3.6L V-6 as standard, with an optional 5.7L Hemi V-8.

I've driven Durangos extensively with both the six and the 5.7 Hemi under the hood. The six has enough power to please the majority of drivers. The 5.7 Hemi is about "more." If you enjoy the feeling of extra capacity under foot, like a rumbling exhaust note and/or want added towing capacity, the Hemi will suit you best. New this year, R/T models share the SRT's hood (with functional air inlet) and front fascia/lower valence (with cold air duct and LED fog lamps).

Base (SXT) models seat five, with an available third row. Top rung (SRT) seats six, with standard captain's chairs in the middle. All the trim levels in between have standard three-row, seven-passenger seating, with optional captain's chairs in the second row.

Regardless of seat type, adults fit comfortably in Durango's second row. So too in the back row, surprisingly, although the ins and outs of getting in and out place a premium on flexibility.

Cargo capacity ranges from 17-84 cubic-feet, and every seat except the drivers can be folded forward to accommodate long items. An under floor bin offers additional, hidden stowage. Opting for captain's chairs leaves a gap between said chairs. When you fold the seatbacks forward for carrying cargo, you have a largely flat floor, with a gap up front that's large enough for a good sized dog to slip into (I have this on good authority). Four-by-four Durangos ride tall in the saddle, so loading lift over height in back is moderately high.

It corners confidently given its size, and feels stable when towing.

Continued on page 2

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