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**TEST DRIVE**

## Tough Sledding

### 2019 Mitsubishi Outlander Sport

DAN LYONS | text  
Special to the Times Union

**O**utlander Sport is the smallest and least expensive of Mitsubishi's trio of crossovers. Slotting beneath the Eclipse Cross and Outlander models, it has a starting sticker price of \$20,945. That's for a front-wheel-drive ES, which is joined by LE, SE and GT in the trim ladder. AWD can be added to any level, for an additional \$1,500.



Our test driver this week was a GT, which replaces SEL as the top available trim designation for 2019. Equipped with all-wheel-drive and two options (floor mats and a pull-out cargo bay cover), it had an as-delivered price of \$27,865, including \$995 in destination charges.

Two engines are offered for Outlander Sport. Which one you get depends on which trim you choose. ES, LE and SE levels have a 2.0L four-cylinder, rated at 148 horsepower and 145 lb.-ft. of torque. If you want

**2019 Mitsubishi Outlander Sport**  
MSRP: \$20,945- \$26,545

a manual transmission, this is the only engine choice, and ES is the sole trim. A Continuously Variable Transmission is optional (\$1,200) on the base model, and standard equipment on all others. Outlander Sport GTs



**THE 2019 OUTLANDER SPORT** slots beneath the Eclipse Cross and Outlander models in Mitsubishi's lineup of crossovers. Engine choices include a 2.0 L four-cylinder (rated at 148 h.p) and 2.4-liter four-cylinder (168 h.p.).

are equipped with Mitsubishi's 2.4-liter four-cylinder. This motor makes 168 horsepower @ 6,000 rpm and 167 lb.-ft. of torque @ 4,100 rpm. That compares, for example, with 141 h.p./127 lb.-ft. in the Honda HR-V, and 180/175 in the Jeep Renegade.

While a low-eight second time from 0-60 won't win many drag races, it's a pretty perky engine by the standards of this segment. The engine specs show that the 2.4's peak horsepower and torque are made at 6,000 and 4,100 rpm, respectively. So, it needs to be revved up to run its fastest. In normal, 'round town driving, engine noise is noticeable but not nettlesome.

**Outlander Sport makes its strongest case as a value pick in the subcompact crossover class.**

However, in high demand situations, when you flatten the pedal, the engine and the CVT are prone to drone — loudly. Fuel economy is estimated at 23/28/25 (AWD), which compares with 26/31/28 in HR-V, and 21/29/24 in Renegade. Ride quality is better than average, with stable handling. My test drive week was happily snowless, but, AWD is just a push button away, when needed.

Last year's Outlander Sport brought a redesigned center console. Cabin updates for 2019 mostly have to do with added driver assistance technology. Blind spot warning, rear cross traffic alert and lane change assist features are standard on SE and GT. The roster of standard equipment on GTs now includes lane departure warning, forward collision mitigation and

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