

# Redesigned RAV4 raises its game

Continued from pg. 1

But while the vehicle has been redesigned for 2013, the overall shape and size of the RAV4 hasn't changed considerably. It's a case of "if it ain't broke, don't fix it."

One change that will be quite noticeable to RAV4 fans is on the rear end. The spare tire is no longer mounted to the rear door so that the door is now hinged from the top rather than the side.

It may not seem like a big deal, but it was when you had to swing out the door to the side to load groceries or bulky hockey equipment in a crowded parking lot. It wasn't always the most convenient thing.

Now, the rear hatch opens from the top like most other CUVs and the spare tire is in a compartment under the cargo floor at the rear. Loading height is now lower as well in the new RAV4.

Add in improved fuel economy, a new six-speed automatic transmission and more interior space and, viola, you have Toyota's recipe for success with the RAV4.

There is only one engine choice for 2013, a 2.5-litre inline four-cylinder, making 176 hp and 172 lb/ft of torque. It is available with either front- or all-wheel drive.

The V6 option is no longer offered on the new model.



There is a significant upgrade in the amount of soft touch materials used in the interior of the 2013 RAV4.

My tester was a top-shelf AWD Limited model in an attractive Barcelona Red Metallic colour. With \$3,135 in options, it priced out at \$36,605 including freight and PDI and all taxes.

In total, there are five trim levels, starting with the FWD LE (\$23,790) and the FWD XLE (\$27,000). All-wheel drive models include the AWD LE (\$25,990), AWD XLE (\$29,200) and the AWD Limited (\$31,700).

Inside is where the RAV4 transformation is most noticeable. There are more soft touch materials than ever before, making for a more upscale look to the interior. Controls are easy to use and well placed.

Gone is the optional third-row seat, so the RAV4 is now strictly a five-passenger vehicle. One plus, though, is that there is room for three adults in the second row

with fairly generous legroom.

Acceleration is about average for vehicles in the crossover segment with a 0-100 km/h acceleration time of 8.9 seconds, more than a second faster than the outgoing model. At the same time, fuel economy is improved with numbers of 8.7/6.4 L/100 km city/highway for the FWD version and 9.1/6.8 with AWD.

On the road, our AWD Limited test vehicle felt solid and stable in all driving situations. There is a choice of three driving modes—Normal, Eco and Sport.

Sport Mode, for example, sharpens shift timing, throttle response and steering response and makes for, as the name implies, a sportier driving experience.

The all-wheel drive system also has three modes—auto, lock and sport. In auto

mode, power goes primarily to the front wheels in most driving conditions, switching automatically to AWD only when needed. This improves fuel economy and means less wear and tear on the drivetrain.

In lock mode, up to 50 per cent of the engine power goes to the rear wheels at speeds up to 40 km/h to help with traction in sandy or muddy conditions.

Meanwhile, sport mode provides nearly instantaneous transfers of power between front and rear wheels as needed.

In short, the redesigned RAV4 has raised its game up a notch for 2013, determined to again challenge for bragging rights in the highly competitive compact CUV market.

## (Toyota RAV4 2013 at a glance)

**BODY STYLE:** five-door, five-passenger compact CUV.

**DRIVE METHOD:** front-engine, front/all-wheel drive.

**ENGINE:** 2.5-litre DOHC inline four-cylinder (176 hp and 172 lb/ft of torque).

**CARGO CAPACITY:** 1,087 litres (38.4 cu ft) behind the second row seat, 2,078 litres (73.4 cu ft) second row flat

**TOW RATING:** up to 1,500 lb

**FUEL ECONOMY:** (Regular) FWD, 8.7/6.4/7.7L/100 km city/highway/combined; AWD, 9.1/6.8/8.1L/100 km.

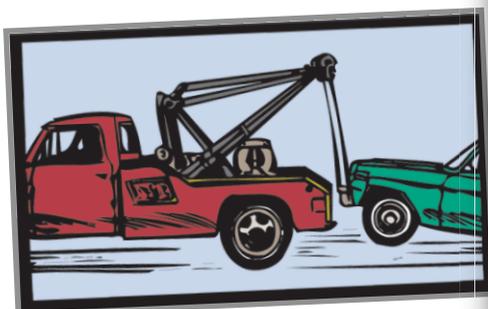
**PRICE:** RAV4 FWD LE, \$23,790; RAV4 FWD XLE, \$27,000; RAV4 AWD LE, \$25,990; RAV4 AWD XLE, \$29,200; RAV4 AWD Limited, \$31,700

**WEB SITE:** www.toyota.ca

# Georgetown Toyota's Christmas Story.

HURRY IN - Sale Ends November 30th

## Christmas Past



## Christmas Present

**STAR SAFETY SYSTEM™**



BURCEP-BA

Auto, Air, USB, Bluetooth, LED lights  
Canadian built

**0 DOWN PAYMENT**

THE ALL NEW 2014  
**COROLLA**

**\$19,955 +HST OR**

**BUY IT FOR \$158 INCLUDING TAX BI-WEEKLY**

## Christmas Future

- Years of worry free driving, quality, safety and sustainability
- Star Safety System, Stability Control, Traction Control, Smart Stop Technology
- 5 Year or 100,000 km power train warranty
- 3 Year or 60,000 km comprehensive
- 7.4 L/100 km City/ 5.4 L/100 km Highway
- 24 Hour Roadside Assistance
- 8 Year or 130,000 km Emission Components



Every new car purchase in November gives you a chance to win a Snow Blower



purchase price is plus tax and licence only. Payment is based on 72 month finance with 0 down at a rate of 2.9%