

Chev Impala is a good entry level luxury sedan



The cabin of the 2014 Impala retains the signature twin cockpit seating for the front passengers. Note the eight-inch screen for the MyLink infotainment system on the centre of the dashboard.

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Chevrolet will offer the Impala in LS, LT and LTZ trim levels.

The 3.6-litre has a starting price of \$32,945 for the LT and \$39,645 for the LTZ. The 2.5-litre is priced at \$28,445 for the LS, \$31,445 for the LT and \$36,445 for the LTZ. Destination charge on all models is \$1,600.

Cargo volume is 532 litres (18.8 cu ft), which is actually larger than the topline Cadillac XTS. With the 3.6-litre and properly equipped, it can tow 454 kg (1,000 lb).

Passenger volume is up over the outgoing model at 2,973 litres (105 cu ft).

The Impala now comes with standard 18-inch wheels but the big story is the brakes. They use new technology to extend rotor life, in this case to 120,000 km—double the life of rotors on the outgoing model. Larger 19- and 20-inch wheels are also available.

Safety begins with 10 standard airbags plus optional rear cross traffic alert, front and back collision warning, adaptive cruise control, side blind spot warning, lane departure alert, and OnStar which is still the best navigation/emergency/connectivity system on the market in my estimation.

The reason is live people are there to assist you, it never goes out of date and the turn-by-turn route guidance has never, ever, been wrong when I have used it.

The LTZ tested here comes with MyLink Chevrolet infotainment system.

Centred on an eight-inch screen with natural voice recognition (a first for Chevrolet), icons depict various functions such as phone, audio, weather, satellite radio, map (navigation), settings, OnStar and video. The latter allows movies to be playing on the screen when the Impala is not moving.

Basically you can control this by touch, but the idea is to use voice commands wherever possible so both hands on are the wheel and your focus is straight ahead.

I still have problems making it work, such as trying to change channels on the satellite radio. After poking this and stroking that, I finally did it, but I would not like

to be driving and fumbling with a screen out of my line of sight.

There are something like nine different interior trims. On the LTZ as tested here with the jet black and 'Mojave' beige leather with double stitching, it gives the interior a truly premium look and feel.

GM has some of the best interiors in the business with the LTZ being on par with several Japanese luxury sedans I could mention.

The back seat passenger area is huge and I like the little slot where you can slide in an umbrella.

The test car came with Forward Collision Alert and Crash Imminent Braking. It is part of the optional (\$1,780) Adaptive Cruise Control Package and uses the cruise radar to gauge if you are closing too fast.

If you are considering an entry luxury sedan, the 2014 Chevrolet LTZ meets all the criteria and is a very attractively priced alternative.

Chevrolet Impala 2014 LTZ at a glance

BODY STYLE: Full-size five-passenger sedan

DRIVE METHOD: Front-wheel-drive

ENGINE: 3.6-litre DOHC V6 (305 hp, 264 lb/ft of torque)

FUEL ECONOMY: (Regular) 3.6-litre, 11.1/6.9/9.2L/100 km (25/41/31 mpg) city/highway/combined

CARGO: 532 litres (18.8 cu ft)

TOW RATING: 454 kg (1,000 lb)

PRICE: LTZ \$39,645, as tested \$46,785 including \$1,600 shipping fee

WEB SITE: www.chevrolet.com

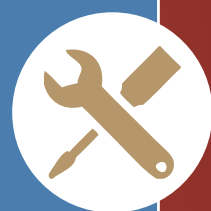
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