

## Honda injects a new engine into CR-V

By **JIM ROBINSON**

*Metroland Media*

**COLLINGWOOD, ON:** The arguments still rage over which carmaker invented the sedan-derived "crossover" utility vehicle or CUV.

But it was Honda with the CR-V and Toyota with the RAV-4 that were the first (in my memory) to use the term crossover.

The RAV-4 was actually here first in 1994, but Honda was very swift to launch the CR-V as a 1995 model.

So intent was Honda at the time to try and deflect attention from the RAV-4, they brought over some Japanese-spec, right-hand drive models for Canadian journalists to test.

After Civic, CR-V is Honda Canada's most important product so any changes are taken seriously.

For 2015, the goal was of course to make it more efficient but also more functional and add confidence to the owner with the latest passenger/driver safety aids.

Efficiency starts with a new 2.4-litre inline four-cylinder with direct fuel injection, which is part of Honda's Earth Dreams Technology.

Direct injection offers two benefits – more power and bet-



The Honda CR-V for 2015 gets a significant refresh including an all-new direct fuel injection 2.4-litre engine. Shown is the SE model which is specific to Canada with standard all-wheel-drive.

ter fuel economy.

In this case, the engine has 185 hp, the same as the engine in the 2014 CR-V. But torque is 181 lb/ft or 11 per cent more than the 163 lb/ft in the 2014 model.

All models have a CVT transmission and all-wheel-drive (AWD) except for entry level LX with front-wheel-drive (FWD).

The new, 2015 five-cycle fuel economy test sees the FWD return 8.6/6.9/7.8L/100

km (city/highway/combined) and 9.1/7.2/8.3L/100 km for the Honda dubbed Real Time AWD models.

That represents an improvement of 1.7/0.8/1.3L/100km and 1.5/0.7/1.1 L/100km, respectively over 2014 models (using the five-cycle method).

Suspension for 2015 remains MacPherson struts at the front and a multi-link setup at the back. On all but the LE the track is slightly wider, thanks to bigger

tires. And there is revised shock tuning for better road feel.

You might wonder why Honda goes with a more expensive multi-link rear suspension instead of the torsion beam and the answer is it opens rear seating and cargo room.

A large rear liftgate leads to one of the largest cargo areas in the segment with 1,054 litres behind the rear seat and 2,007

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