8.4-inch Uconnect display with 3D navigation and downloadable apps. A handsome new electronic shifter controls the now universal TorqueFlite eight-speed automatic transmission.

The 2015 Dodge Charger comes in SE (\$33,495), SXT (\$36,595), SXT Plus (\$39,090), R/T (\$40,495), R/T Road & Track (\$42,495), R/T Scat Pack (\$47,495), SRT 392 (\$51,495) and SRT Hellcat (\$75,285) trim levels. Rearwheel-drive is standard but an all-wheeldrive configuration, mated only to the V6 engine, can be added to the SE, SXT and SXT Plus trim levels (bumping the price up by \$1,900-\$2,200 depending on the model).

The SXT trim level, tested here, offers a classic Canadian compromise - adding the extra niceties we think we need without pushing the price too far out of reach.

The Charger starts well equipped, even in base SE trim, and our SXT bumps up the content with automatic air conditioning instead of a manual system and heated seats that include a power 12-way driver's seat with 4-way lumbar adjust. It also adds the 8.4A Uconnect multimedia system, upgrades the six-speaker audio with a 276-watt amp, and adds remote

start; power heated folding mirrors along with other amenities. Under the hood, the 3.6-litre Pentastar V6 makes 292 hp and 260 lb/ft of torque.

The V6 sets a fuel economy rating of 12.4/7.7L/100km (city/hwy). Or, in all-wheeldrive configuration, as tested here, it returns a still reasonable 12.8/8.6L/100km (city/hwy).

The AWD does add about 100 kg to the curb weight but the fuel economy impact is mitigated by Chrysler's automatic front-axle disconnect system, reverting the AWD into RWD in most no-load situations. My real world results worked out to 11.4L/100km (comb). The Pentastar V6 makes more than enough power to satisfy most drivers, without getting into the power excesses and expenses of the optional HEMI V8s or the maniac muscle of the 707 hp Hellcat.

Our tester adds the Rallye Package (\$495) which nudges the V6 power up a notch to 300 hp and 264 lb/ft of torque, courtesy of performance engine calibration and better engine breathing via cold-air induction and a sporttuned exhaust. Not exactly the big step up to V8 power but the extra oomph, sound and fury may explain my initial powertrain confu-

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