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Động cơ 2.4-lít Turbo Flat 4 Gas Engine 2.0-lít Turbo Inline-4 Gas Transmission Transmission Liên tục Biến tốc động (CVT) Truyền Drivetrain Fuel Economy Fuel Economy Fuel Tank Capacity Fuel Tank Fuel Tank Dung tích bình nhiên liệu Dung tích chỗ ngồi Công suất chỗ ngồi Công suất 2,4 lít Turbo Flat 4 Khí 2.0 lít Turbo Inline-4 Hộp số tự động vô cấp liên tục biến số tự động (CVT) Trọng lượng lẽ đường tối đa đểWing Công suất kết hợp thành phố lộ CO2 emissions @ 15K mi/year Fuel Tank Capacity Cruising Range City Cruising Range Highway Length Height Width Front Width Rear Width Wheelbase Ground Clearance Seat Seat Leg Room Front Seat Front Seat Shoulder Seat Front Seat Front Seat Hip Room Rear Seat Leg Seat Rear Seat Hip Room Third Row Leg Room Third Row Row Shoulder Room Third Row Row Cargo Volume to Seat 1 Cargo Volume to Seat 2 Cargo Loại bánh xe đường kính quay loại bánh xe phía trước kích thước bánh xe phía sau kích thước phía trước hệ thống treo phía sau lớp xe phía trước lớp dự phòng lớp dự phòng màu đen, vải bọc Titan đen, Vải Seating Surfaces HD Radio Bluetooth Connection Hard Disk Drive Media Storage Satellite Radio Smart Device Integration WiFi Hotspot Auxiliary Audio Input MP3 Player Bucket Seats Cloth Seats Da Seats Premium Synthetic Seats Vinyl Seats Steering Wheel Audio Controls Power Mirror(s) A/C Adaptive Cruise Control Climate Control Cruise Control Keyless Entry Multi-Zone A/C Power Driver Seat Power Passenger Seat Rear A/C Keyless Start Telematics Back-Up Camera Cross-Traffic Alert Blind Spot Monitor Lane Departure Warning Lane Keeping Assist ABS Tire Pressure Monitor Brake Assist Stability Control Traction Control Frontal Barrier Crash Rating Driver Air Bag Front Head Air Bag Front Side Air Bag Knee Air Bag Passenger Air Bag Rear Head Air Bag Basic Corrosion 5 Years / Unlimited Miles 5 Years / Unlimited Miles Drivetrain Roadside Assistance Maintenance Engine Transmission Transmission Drivetrain Drivetrain Fuel Economy Fuel Economy Fuel Tank Capacity Fuel Tank Capacity Seating Capacity Seating Capacity EnginePower Torque Transmission Drivetrain Curb Weight Maximum Towing Capacity CO2 Emissions @ 15K mi/year Fuel Tank Capacity Cruising Range City Cruising Range Highway Max Width Front Width Rear Width Wheelbase Ground Clearance Seat Capacity Front Seat Leg Room Front Seat Front Seat Shoulder Seat Front Seat Phòng Rear Seat Leg Room Rear Seat Headroom Rear Seat Shoulder Seat Rear Seat Hip Room Third Row Leg Room Third Row Headroom Third Row Shoulder Room Third Row Hip Room Cargo Volume to Seat 1 Cargo Volume to Seat 2 Cargo Volume to Seat 3 Steering Type Turning Diameter Wheels Type Front Wheel Size Rear Wheel Size Front Suspension Rear Suspension Front Tire Rear Tire Spare Tire Desert Beige, Da ghế bề mặt Đá phiến màu xám, da Surfaces Bluetooth Connection Premium Sound System Satellite Radio Auxiliary Audio Input Entertainment System MP3 Player Bucket Seats Cloth Seats Leather Steering Wheel Premium Synthetic Seats Vinyl Seats Sun/Moonroof Navigation System Steering Wheel Audio Controls Power Mirror(s) Adaptive Cruise Control Climate Control Cruise Control Heated Front Seat (s) Keyless Entry Multi-Zone A/C Power Driver Seat Power Passenger Seat Seat Memory Universal Garage Door Opener Rear A/C Keyless Start Back-Up Camera Lane Giữ hỗ trợ giám sát áp suất lốp Xe phanh hỗ trợ kiểm soát lực kéo kiểm soát phía trước Barrier Crash Rating Driver Air Bag Front Head Air Bag Front Side Air Bag Passenger Air Bag Rear Head Air Bag Basic Corrosion 5 Years / Unlimited Miles 5 Years / Unlimited Miles Drivetrain Roadside Assistance Engine Transmission Transmission Drivetrain Drivetrain Fuel Economy Fuel Tank Capacity Fuel Tank Capacity Fuel Tank Capacity Seating Capacity Seating Capacity EnginePower Torque Transmission Drivetrain Công suất kết hợp thành phố lộ CO2 emissions @ 15K mi/year Fuel Tank Capacity Cruising Range City Cruising Range Highway Height Height Width Front Width Rear Width Wheelbase Ground Clearance Seat 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Memory Universal Garage Door Opener Rear A/C Keyless Start Back-Up Camera Rear Parking Aid Lane Departure Warning Lane Keeping Assist ABS Tire Pressure Monitor Brake Assist Stability Control Traction Control Frontal Barrier Crash Rating Side Crash Rating Driver Air Bag Front Head Air Bag Front Side Air Bag Passenger Air Bag Rear Head Air Bag Basic Corrosion 5 Years / Unlimited Miles 5 Years / Unlimited Miles Drivetrain Roadside Assistance Maintenance Subaru gần đây đã tìm thấy chính nó ở vị trí tương tự như Quint , Brody, và Hooper trong Jaws: nó cần một chiếc thuyền lớn hơn. Hay đúng hơn, Subaru cần một chiếc crossover lớn hơn to accommodate larger families has been growing faster than foresters and their outbacks. As the largest ever production model of the Japanese automaker, Subaru Ascent 2019 hopes to fill that gap. Ascent brought Subaru back into the lucrative midsize crossover market for the first time since the ill-fated Tribeca came into production in 2014. Over the years, this segment has become bulky with vehicles from the U.S. Ford Explorer and Chevrolet Traverse, to Japan's Honda Pilot, Toyota Highlander, Mazda CX-9 and Nissan Pathfinder, to South Korea's Hyundai Santa Fe and Kia Sorento. Volkswagen also recently joined the party with its Atlas. Subaru has cut its work for it. When it arrives at the showroom next month, Ascent will be offered in four trim levels: Base, Premium, Limited, and Touring. The base model starts at \$31,995, but we sampled a fully loaded Touring model with a sticker price of \$44,695. That's a lot of money for an orthodox family car, but it buys a lot of equipment, including a panoramic moonroof, 8.0-inch touch screen info info system, 14-speaker Harman/Kardon audio system, and a variety of driving aids. Subaru's main interior and motivation technology for building Ascent is to offer an SUV with three rows of seats that can keep buyers from jumping to other brands. Ascent is available in eight or seven passenger configurations, the later replacing a pair of captain's seats for the bench in the second row. Unlike some of its competitors, Subaru offers a choice of either free layout on all trim levels. Vehicles like this mainly serve as boxes for carting around people and tools, and Ascent offers plenty of room for both. At 153.5 cubic feet, it has more interior passenger volume than a Toyota Highlander, Ford Explorer, and Honda Pilot, but not as much as a Nissan Pathfinder, Volkswagen Atlas, or Kia Sorento. Subaru also offers more cargo volume than most competitors with both second and third rows instead of stowed, although VW offers more. Along the way, those numbers turn into a rather comfortable, but not luxurious interior. The quality of the interior material is pretty good for a car starting at about \$30,000, but has fallen short of what we consider adequately for a car wearing a price tag of nearly \$45,000 of our test touring. The leather upholstery on this level of trim is good, but the wooden trim and other elements feel cheap. Leather upholstery on touring decoration level is good, but wooden trim and other elements feel cheap. The front seats (heated and ventilated on touring models) are comfortable, and the first row of seats feels spacious and spacious. However, the second row of seats felt a bit cramped, and the third row of seats was for children only. While the space is distributed unevenly, 19 ascent cupholders ensure everyone will have where to order a drink. Subaru admits that this is cupholders rather than really necessary, and hopes to use them to store things other than drinks. Ascent is standardly equipped with a 6.5-inch Starlink touchscreen infomable system that includes Apple CarPlay and Android Auto. Higher-end models with an 8.0-inch screen, navigation, and built-in Wi-Fi hotspots can support up to eight devices. Four USB ports are standard, but Ascent can have up to eight ports. Subaru's StarLink info infomer system lacks any noticeable bells and whistles, but it performs well in basic functions such as phone connectivity. We also appreciate subaru keeping the same controls for functions such as climate control and seat heating/cooling. Our test vehicles are equipped with optional Harman/Kardon 14 speaker sound system, providing impressive sound quality. Ascent is standardly equipped with Subaru's EyeSight system, which uses two cameras mounted near the rearview mirror to allow some driver assistance. Standard EyeSight-based features include adapted cruise control, automatic emergency braking, departure and lane swaying alerts, and a live display showing safety-related alerts and messages. Blind spot monitoring with diagonal traffic warning behind the brakes automatically reverses, and headlights spinning with the steering wheel are optional extras. The top Touring model is also equipped with a front camera and an online video rearview mirror. Similar to those already offered on some General Motors and Nissan models, rearview mirrors show feeds from rear-mounted cameras, so the driver can see what's behind without having to look around the passenger's pillar or head. It's a simple feature that should prove handy in everyday use, and drivers can switch to a regular rearview mirror at the click of a button. The Pacific Northwest driving experience is a powerful bright point for subaru, so it's not surprising that Subaru chose the town of McMinnville, Oregon, as the test drive location. The drive happened to coincide with McMinnville's annual UFO Festival (inspired by alleged alien encounters in the area). We don't see any UFOs, but Ascent will have work chasing them along local roads. Ascent's transmission system is typical subaru. The all-new 2.4-litre four-cylinder engine has the same flat boxer configuration as the automaker's other engines, and the constantly variable gearbox (CVT) and standard all-wheel drive are also typical Subaru fares. Subaru was quick to note that a boxer engine allowed a lower center of focus, which improved processing capabilities. The engine's 260 horsepower is slightly less than most competitors offer, although its 277-pound-foot torque is more competitive. However, most rival mid-range SUVs (the Mazda CX-9 is a notable exception), use larger V6 engines to achieve that power number. Some automakers offer only less powerful four-cylinder engines in base models, and sometimes charge extra for all wheels as well. That makes Ascent a pretty good Ascent handles twisted back roads much better than an SUV of this size should ever be expected. Handling is admirably neutral, although like scores of other modern cars, the Ascent has been hampered with numb steering. The suspension keeps the body rolling under control, but does not affect the quality of the ride. The pressure motor provides its power in a completely un fun way, but that power is always available when you need it. Passing and merging is a breeze. Ascent handles twisted back roads much better than an SUV of this size should ever be expected. Most Ascent owners will never take their cars off the road, but Subaru has built in a respectable 8.7 inch clearance and an X-Mode for all drive system wheels that retunes ECU and throttle for off-road driving, and adds hill-descent control. Land Rover and Jeep have nothing to worry about, but Ascent scampered on some piles of rocks on a short off-road course set up by Subaru without problems. Subaru promises a maximum drag rating of £5,000, which puts Ascent near the top of its class (Nissan Pathfinder can pull up to £6,000). A Stability Assist Trailer system meant to resist trailer change is standard, and the hitch is hidden behind a removable panel at the rear bumper. Subaru also noted that the roof rails are designed to handle roof-mounted tents. The EPA rated fuel economy for Ascent as a combined 23 mpg (21 mpg city, 27 mpg highway) for basic levels of Premium trim, and 22 mpg combined (20 mpg city, 26 mpg highway) for the Limited and Touring models. The difference is due to the additional weight of the following two cutting levels. The National Institute of Highway Safety and National Highway Traffic Safety Accident Management-Testing ratings are not available at this time. The Subaru warranty offers a three-year, 36,000-mile basic warranty and a 5-year, 60,000-mile transmission system warranty. Because Ascent is a completely new model, it is difficult to predict reliability. How DT will configure this car While its price is bordering on luxury car territory, the Ascent Touring model includes the most high-tech features, so that's the one we want to get. Online video rearview mirrors dedicated to this model and Touring also include the largest driver assistive devices. Conclusion Subaru Ascent 2019 is a strong new effort in the competitive segment. Impressive driving dynamics will help Ascent stand out with its mid-size SUV. Ascent also has a range of more technological features than other Subaru, pushing the brand in a new direction. It may have been designed for Subaru owners who are currently looking for a bigger car, but Ascent should be on everyone's shopping list buying family SUVs. Editor's recommendations

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