

WOMEN LOVE CARS TOO!



Vehicles Reviews

A woman's vehicle whether it's old or new can make her heart rumble with excitement when it's time to drive.

2021 Kia Telluride - Midsize 3 Row SUV

by Ella Patterson, Member of The Texas Auto Writers Assoc. & Texas Motor Press Assoc.



The Kia Telluride has captivated me since its debut. This is Kia's biggest SUV, and, like most three-row midsize SUVs, it seats up to eight passengers. Other aspect of the 2021 Telluride does things a little nicer than the rest. Its cabin is luxury-like in its quality and the third-row seat can comfortably fit adults. The Telluride rides effortlessly and is equipped with the latest technology and safety highlights. Pricing is competitive and the warranty is pleasing.

The Telluride SX V6 AWD is a comfortable, capable, and loyal. I fell in love with the Telluride after several hundred miles behind the wheel. The Telluride is a pleasant SUV to drive. Its V6 engine is responsive, and the acceleration is nice for a three-row SUV. The Telluride sprints from 0 to 60 mph in 7.5 seconds, but the brakes are strong and bring the Telluride to a halt in a hurry. They're also easy to modulate for consistently smooth stops. The steering is light at parking-lot speeds and handles smoothly in turns. The Telluride is stable when going around turns and doesn't demonstrate unnecessary body roll. The engine's fuel-saving stop-start feature works quietly efficient.

The Telluride offers a very roomy and chic-feeling cabin with easy access to all three rows. Passenger space is terrific in both the second and third rows. The space feels more open thanks in part to the wealth of large windows. The front-

passenger knee room is close. The controls are clearly labeled and arranged logically, but drivers have to reach to adjust the infotainment screen. The camera systems and parking sensors are wonderful extras.

Tellurides come with numerous collision avoidance and mitigation systems as well as adaptive cruise control that operates down to a stop. Apple CarPlay and Android Auto come standard, with numerous USB ports that are spread across all three rows, although only one can transmit data. The optional wider infotainment screen (EX and up) looks sharp, and it comes with navigation that offers several useful features.

I really enjoyed the upgraded 10-speaker sound system. The turn-signal camera display in the gauge cluster was a necessary, but I hated the low low-resolution level.

The Telluride might be the best value in the class for what you get. From the driving experience to the interior to the standard and available features, at every price point you just get a little bit extra, and in top trims you get a near-luxury experience. Overall, I was impressed with the quality of the Telluride. You also get Kia's impressive 10-year/100,000-mile powertrain warranty and that's hard to beat.

2020 Toyota Avalon - Large Sedan

by Ella Patterson, Member of The Texas Auto Writers Assoc. & Texas Motor Press Assoc.



As I test drove the Toyota Avalon, I kept thinking about how fewer automakers offer the large class sedan because consumers are increasingly gravitating to SUVs and highly capable midsize sedans. Toyota, however, is one brand that's still carrying the torch. The Toyota Avalon simultaneously exemplifies and upends the standards of the class. The V6 engine provides smooth acceleration.

Slightly larger than the Toyota Camry, the Avalon has plenty of legroom for all occupants and a higher percentage of premium materials. The Avalon is great on long road trips thanks to the supportive outboard seats and minimal wind noise. The Avalon, with nimble handling and quick steering, is up to the challenge of zipping along a curvy road. There's even a new TRD model this year with a sport-tuned suspension. If you want an uncompromising blend of performance and comfort, consider the top Touring trim. It's equipped with adaptive dampers that soften the ride or sharpen handling at the press of a button.

With a 301-horsepower V6 mated to a smooth-shifting transmission, the Avalon has power to get up and go. It is also pleasant to use in most scenarios, from long road trips and afternoon cruises to day-to-day commutes and short errands around town. Braking is consistent, which lends to its comfort in daily use.

The Avalon is very athletic with its pleasurable handling and drivability. While not a sport sedan, this cruiser can handle twisty roads with relative ease for a vehicle of its size. Comfort is a strength for the Avalon and is probably the primary reason you'd consider such a large sedan. All seating positions give you ample cushioning and support for long

drives or short cruises. The leather upholstery is very soft and gives the sensation that the Avalon is more upscale than its price suggests. The ride is cushioned and makes you feel shielded from harsh roads. The cabin is cozy due to the climate control's quick heating and cooling. While there is no rattling or shaking inside the cabin, I must admit that I could the road noise at all times. The Avalon's cabin is a nice place to be. It is roomy and user-friendly. The driving position is superb due to its multitude and depth of adjustments, and visibility is great up front and modest to the sides and over the shoulder. Toyota's Entune system and its 9-inch touchscreen are surprisingly good.

Apple CarPlay support makes things so much better. The display is bright and responds well to inputs, but Toyota tends to lock out more functions while you're driving than other carmakers.

There's one USB port for data and four 2.1-amp power-only USBs — two up front and two in back. The front console also houses a wireless charging pad. The car's built-in voice controls are hit-or-miss — it's better at understanding radio commands than navigation commands. We had much more success using Siri via Apple CarPlay.

While cargo capacity is average on paper, the Avalon works out to be more convenient compared to some others due to the wide trunk opening, broad floor and convenient loading height. Inside, there are numerous small cubbies, plenty of cupholders, and a center console that's sizable and surprisingly deep. The door pockets are average, but there are enough other options that it's not a concern. The Avalon really shines when it comes to fitting child safety seats.

2021 Nissan Titan - Large Truck

by Ella Patterson, Member of The Texas Auto Writers Assoc. & Texas Motor Press Assoc.



You gotta love the Nissan Titan. The 2021 Nissan Titan is a full-size pickup truck that cost only \$38k. Nissan's changes brought a thoroughly revised interior (making a 9-inch touchscreen available; Apple CarPlay and Android Auto are standard) and more standard safety technology, including automatic emergency braking and lane departure warning. The exterior also saw some styling revisions. And tow ratings increased so that a 2021 Titan King Cab 4x2, the best tow rig, can pull a 9,370-pound trailer. The engine puts out 400 horsepower (with premium fuel). It's the only standard V8 in its class with that much muscle. The Titan is now much quicker from 50 to 70 mph.

Cost is not surprising. An entry-level 2021 Nissan Titan S King Cab with rear-wheel drive has a Manufacturer's Suggested Retail Price (MSRP) of \$36,550. Adding the \$1,595 destination charge makes \$38,145. All-wheel drive differs in price according to trim but expect to pay slightly more than \$3,000. Adding the Crew Cab means another \$2,730.

Drive time in the 2021 Titan delivers a pleasurable experience. The V8 engine is quiet with enough power to make short work of freeway onramps. It stays relaxed on the highway, running at about 1,500 rpm at 60 mph and only 1,900 rpm at 80 mph. The 9-speed automatic transmission is similarly smooth yet will downshift two or sometimes three gears in rapid response to a mashed accelerator pedal. I enjoyed the ride.

Conversation within is never strained, due to acoustic laminated glass. Operating the Fender-branded stereo is made easy by the 9-inch touchscreen above the center stack. The screen's resolution is better than HD. My favorite is the supported large buttons that can be manipulated without looking away from the road for too long. The lane departure warning system vibrates the steering wheel gently if the Titan starts to drift out of its lane. The system can be shut off by controls on the steering wheel.

Featuring a handsome 9-inch touchscreen with outstanding WXGA resolution (better than high definition), the Titan's Integrated Command Center is wonderfully easy to use. Standard Apple CarPlay/Android Auto smartphone integration is another definite plus point.

Automatic emergency braking is a potential lifesaver and standard in all versions of the Nissan Titan, along with a rear braking feature

that automatically applies the anchors if something is detected in the pickup's path when it's reversing.

The 2021 interior of the Titan comes as a King Cab with a pair of rear-hinged back doors, or a Crew Cab with four conventional doors. Both seat five comfortably (or six when ordered as a base S model with a front bench seat). The interior features a center stack with the Integrated Command Center and laminated glass. A panoramic moonroof is optional. The seats are comfortable, rear legroom is fine for most adults, and the quality of materials is high. The off-road-focused Titan Pro-4X offers a camouflage seat fabric that looks much better in real life than it might sound.

The big analog rev counter and speedometer flanking a large center information display is easy to see. In the Pro-4X, this display can feature specialist information like the angle of inclination, plus an active pictogram that shows power delivery in the 4x4 system's low range. The 12-speaker/485-watt Fender audio system fills the roomy cab with clear sounds.

The exterior of the Titan SL has lots of chrome, brightening the grille, mirrors, door handles, sidestep, exhaust tip, and the 20-inch alloy wheels. Texans love chrome. The Platinum Reserve has a 2-tone color scheme with a satin chrome grille and tailgate finisher. This is complemented by illuminated chrome running boards and painted 20-inch machined alloy wheels. The off-road-oriented Pro-4X features a blacked-out grille with red Nissan lettering, red tow hooks, black tailgate (also with red Nissan lettering), special graphics, and black door handles. The Pro-4X rolls on dark-painted, 18-inch alloy wheels wearing all-terrain off-road tires.

Standard features are available as a King Cab model with a 6.5-foot bed or as a Crew Cab model with a 5.5-foot bed. The Nissan Safety Shield 360 array of driver aids is standard, as well as rear automatic braking, automatic on/off headlights, trailer sway control, Bluetooth, USB port, and Apple CarPlay/Android Auto. An 8-inch display is standard in the S trim, but the Pro-4X, SL, and Platinum Reserve versions have an impressive 9-inch touchscreen with WXGA resolution.

Nissan Connect is also included, allowing over-the-air software updates plus several safety and security features. Other than that, the S trim is basic, with air conditioning, 4-way annually adjustable front seats, 18-inch steel wheels, and a 6-speaker audio system.

2020 Kia Niro EV - Crossover

by Ella Patterson, Member of The Texas Auto Writers Assoc. & Texas Motor Press Assoc.



The 2020 Kia Niro EV is a fully electric version of, yes, Kia's Niro. Kia also sells the Niro as a regular hybrid as well as a plug-in hybrid, but the EV only uses electricity. For power, it uses a 64-kWh battery with a 201-horsepower electric motor that drives the front wheels.

The result is both quick acceleration and an EPA-estimated range of 239 miles. That's not quite as much as rivals such as the Chevrolet Bolt or Tesla Model 3 are capable of, but it's still plenty for most EV drivers.

There's more to the Niro EV than just some impressive numbers. You'll also like its driving experience and the roomy seating and impressive amount of technology and safety features. This is one of our top-ranked electric vehicles, and it's worth checking out. Niro EV test car accelerated from 0 to 60 mph in 6.8 seconds. That's noticeably quicker than rival EVs such as the Chevy Bolt and Nissan Leaf, though the Tesla Model 3 is quicker still.

Braking is smooth and consistent. The Niro offers partial one-pedal driving, but it won't bring you to a complete stop unless you hold the steering paddle. The steering is direct but doesn't interpret much feedback from the road. When the Niro is pushed, the suspension keeps the car planted and composed. It's fun to drive this car quickly, though the eco-oriented tires provide only modest amounts of grip. I like the Niro's ride quality. It smooths out bumps in the road without being overly soft or bouncy. The front seats are well shaped and firm. The dual-zone climate control works quickly and evenly, and the rear air vents are a welcome feature for passengers. The car cools or warms quickly.

The Niro EV is very quiet with little wind, tire or road noise coming into the cabin. At low speeds, the car emits a futuristic whirring sound that's required to help alert pedestrians. It fades away above 20 mph.

Kia nailed the Niro's interior. The rear offers plenty of legroom and headroom and there's quite a bit of open space up front. It's also easy to get in and out of. The rear window is a bit small, which can hamper your view when backing up or trying to see what's behind you in traffic. The Niro EV is easy to see out of. All the controls are easy to find and use too.

The Niro's infotainment system is functional and easy to use. There are EV-specific screens that show range, driving data and more, which is a welcome feature for eco-conscious drivers. Syncing a smartphone is easy, and the Niro quickly reconnects once you get back inside. Apple CarPlay and Android Auto are standard. There are one data and two charging USB ports and a wireless charging pad.

The Niro comes standard with advanced driver aids. I enjoyed the smooth and easy operation of the adaptive cruise control, especially in traffic. The Niro comes to total storage capacity. It is easy-to-load and the rear seats fold flat. Up front, there's a lot of places to store small items inside the cabin. Women will love this.

All four doors feature pockets and water bottle holders. The main cupholders are adjustable and can be folded away to provide another bin or room for larger water bottles. It's easy to install child safety seats in the Niro EV thanks to the roomy rear seat and easily accessible seat anchors. Depending on your route and driving style, you'll probably be able to gain many miles without much trouble.

2020 Chevrolet Corvette - Sportscar

by Ella Patterson, Member of The Texas Auto Writers Assoc. & Texas Motor Press Assoc.



For 2020, the Corvette underwent the most radical redesign in its 67-year history. Chevrolet's engineers decided a new mid-engine layout was the way to go for its inherent advantages in weight distribution. Risky? Yes. But the result is hugely impressive.

In terms of performance, the Corvette equals or outshines cars costing two and three times as much. The new 6.2-liter V8 and dual-clutch automatic transmission are a formidable combo on the track but offer plenty of oomph and smooth operation in nearly any condition. The 2020 Corvette imparts information about its handling balance and grip, thereby giving its driver more confidence in taking the car up to its handling limits.

As with past Corvettes, the C8 is practical for both daily driving and long trips. There's space for the coupe's removable targa roof panel top in the rear, and the lack of an engine up front means there's a small frunk in the nose. The new interior has a sharp, driver-focused design and fine materials throughout. A Corvette convertible is on its way too.

It's fast, looks exotic, and brings home what the Chevy's sports car has always done. It gives maximum performance at a reasonable price. Even in a class full of impressive performance cars, the Corvette stands out.

In testing, the car went from 0 to 60 mph in 3.2 seconds and cleared the quarter mile in 11.5 seconds at more than 120 mph. Both times are very quick. Braking performance is impressive, but that's largely down to the narrow front tires. The panic stops were recorded from 60 mph in 105 feet, which is still a good number, and noted the Corvette's stability and excellent pedal feel. Steering and handling are both much improved. Skid pad testing showed the chassis' excellent balance with an eye-opening 1.09g, which is a

number you'd expect from much more expensive performance cars. The new eight-speed automatic transmission is smooth and quick shifts.

The new Corvette is one of the more comfortable cars in its class. The test car had the optional MagneRide adaptive suspension. The Corvette offers excellent compliance over a variety of road surfaces and smooths out bumps that would likely upset other sports cars. Adding to the comfort is the relative lack of wind and engine noise, though tire noise can be prominent on rough road surfaces.

The climate system provides good airflow from its stylish vents. Maybe just as striking as the exterior design, the Corvette's interior is certainly eye-catching. Getting in and out of the Corvette took a little maneuvering. This predicament is exacerbated in tight parking situations. But buyers will likely figure out a way and won't be too bothered. The compromised rear visibility will take some getting used to as well. Chevy added a camera-based rearview mirror display to help, but the blind spots created by the rear pillars were a cause for concern for me.

The Corvette benefits from Chevrolet's newest infotainment system. The graphics are crisp and modern, and the touchscreen's closeness to the driver makes it easy to operate. As small as the interior is, the optional 14-speaker Bose audio system manages to produce a decent soundstage with plenty of power.

The front trunk can hold a couple of grocery bags, and the rear is big enough for two golf bags. Rear storage all but disappears, however, when you store the Corvette's removable roof panel in the trunk. Corvette returned 20.1 mpg, which is commendable given that some hard driving was done.

2021 Hyundai Veloster - Small Hatchback

by Juanna Gray, Global One Magazine Contributing Writer



The 2021 Hyundai Veloster remains one of the most unique cars on sale today. It's because not many cars come with three side doors. The answer would be one: the Veloster.

It has an asymmetrical three-door setup with one door on the driver's side and two on the passengers. That quirky door arrangement improves the practicality of this small hatchback by providing better access to the rear seats compared to a regular coupe. It is fun and playful driving characteristics that you expect from a small performance coupe.

The base 147-horsepower 2.0-liter engine doesn't exactly get the heart pumping and can feel strained just merging onto freeways. Thankfully, the optional turbocharged 1.6-liter engine (201 hp) makes the Veloster feel a lot sportier. Or if you want serious performance from a small car, look no further than the Veloster N. In turns and corners, there's only a hint of body roll, and the R-Spec's high-performance tires help it instantly change directions. The R-Spec comes only with a manual transmission, but the dual-clutch automatic in other turbocharged Velosters responds quickly to paddle-shifted gear changes.

The Veloster is sportier than most compact cars, and that means a fundamentally stiff suspension. Even so, the Veloster remains comfortable for driving around town or highway cruising. The ride is composed and stable, and the suspension takes the edge off larger bumps, but the car's short wheelbase makes it more sensitive to choppy roads.

The R-Spec's seats are nicely shaped, offering ample support and side bolstering and plenty of adjustability. Some drivers will lament that the seats lack adjustable lumbar, but you can get this feature in Turbo and Turbo Ultimate models. The cabin can get noisy at highway

speeds, especially when the car is equipped with high-performance tires.

The Veloster's interior is intelligently designed and packaged. It makes good use of available space afforded by the car's funky, asymmetrical styling. The long driver's door makes it tricky to get in or out in tight spaces, but shorter doors make it easier on the passenger side. There's surprisingly ample front and rear space inside the car, and most adults can sit in the rear seat without complaint, but limited headroom might annoy taller riders.

Veloster is a driver's car, and the driving position is appropriately low and sporty. The controls are logically grouped and placed close at hand. Overall visibility is good. Navigation is available with the Turbo Ultimate trim. It's a basic system but it's clear and easy to use.

The Veloster comes with an array of USB and 12-volt charging and data connections, and some trims offer a wireless charging pad. Voice commands are limited to a handful of functions, but the system responds well, even to some more natural phrases.

The Veloster's trunk is spacious at 19.9 cubic feet, although it relies on a low load floor to create much of that space. As a result, you'll have to lift items somewhat high to clear the trunk opening.

The cabin offers plenty of spaces to store drink bottles and personal items, including wide door pockets and a large center console. Rear passengers need to make do with cupholders and a small tray. The car seat anchors near the surface of the seats are clearly marked and tucked between the cushions.

2021 Honda Odyssey Mini-Van

by Ella Patterson, Member of The Texas Auto Writers Assoc. & Texas Motors Press Assoc.



Seriously, I couldn't wait to sit in the seat of the 2021 Honda Odyssey. I literally begged the manufacturers to let me test drive it and now that I'm experiencing its mobility, I am very happy to report my wonderful drive time experience to my readers, but first general information about the vehicle.

- Honda finished 2020 as the retail #4 brand in America, with solid contributions from passenger cars and light trucks, without heavy use of incentives, which remain among the lowest in the industry.
- Honda is the #1 brand with first-time, Millennial, Gen Z, and multicultural buyers, while Civic and Accord are the #1 & 2 cars, CR-V the #1 CUV and Odyssey the #1 minivan with under-35 buyers.
- Honda SUVs continue in 2020 as top retail players: CR-V is the overall retail #2 SUV/CUV; Pilot and HR-V are #3 retail models in their segment.
- Odyssey finished '20 as the retail #1 minivan in America, a position it has held for 11 straight years.
- Odyssey captured nearly 40% (39%) of all retail minivan sales in 2020.
- Refreshed exterior design plus new utility and available luxury refinements inside.
- Standard Rear Seat reminder is integrated with CabinWatch® camera on upper trims.
- Honda Sensing®, standard on all trims. Adds more capabilities.
- Redesigned 2nd-row MagicSlide™ outboard seats fold almost flat for easier removal.

The 2021 Honda Odyssey is the newest version of an award-winning minivan. It has collected accolades for things like best family vehicle and best resale values. The 2021 Odyssey keeps these qualities and then goes further. What I liked most was the roominess. Leg room, arm room and body room was top notch. It did not feel too tight. I felt very comfortable.

More standard safety equipment to the entry-level LX trim, LED headlights for every model and a new rear-seat reminder feature is standard. In the top Elite trim, this reminder can work together with the CabinWatch camera.

The 2021 Odyssey has a HondaVac vacuum cleaner. While its name may suggest that it will turn the next family road trip into a grand adventure, the 2021 Honda Odyssey is far more likely to be appreciated for its day-to-day practicality. Its spacious and reconfigurable interior is perfect for hauling kids, cargo, or both and it offers a collection of inventive features that are intended to make family life a little easier. My drive time experience was pleasant and silky-smooth. The V-6 engine pulls solid for highway merging and passing. Honda Odyssey safety features are standard on the Odyssey lineup.

New headlamps flank a modified front grille while slight adjustments have been made to the rear liftgate. The interior of the swanky Elite model is now fancier thanks to leather upholstery with contrasting seat piping and stitching. Odysseys has other nice enhancements such as piano black trim, revised climate controls, and new floor mats. The line-up includes adaptive cruise control and automated emergency braking with pedestrian detection.

Responsive, efficient, and polished, the Odyssey's powertrain requires zero compromises. The Odyssey changes direction sharply, and from behind the wheel it's easy to forget you're handling a three-row van. You are going to love driving this vehicle. The steering is direct, and the effort is light. Odyssey is the best-driving minivan, and its agility makes it competent in corners and easy to drive on narrow roads. It's 19-inch wheels are standard, and the Odyssey displays a comfortable ride. I can't imagine any of its passengers moaning about the comfort. I suggest you consider this vehicle if you're looking for a minivan experience that's quite grand.

2021 Honda Accord Hybrid

By Ella Patterson, Member of Texas Auto Writers Assoc. & Texas Motor Press Assoc.



Did I tell you that my first car was a 1998 Honda Accord that I still own and fight daily not to sell. Strangers knock on my door daily asking if I want to sell my Honda. I must admit it's hard to part with. It still runs great, not counting the bumps and bruises acquired from my daughter when she was learning to drive a stick shift. Still my Honda Accord is my baby, and I can't let her go.... But here the story of today. I'm test driving a Honda Accord Hybrid. Fate has brought us together. I'm so excited.

The 2021 Honda Accord Hybrid is here, and the new model looks good. A hybrid powertrain is a must nowadays, and Accord Hybrid delivers improved performances and fuel efficiency. It is a fun-to-drive sedan that competes with Ford Fusion, Nissan Altima, and Toyota Camry. It provides more than enough power, and its ride quality is fantastic. The cabin is quiet and pleasing.

The design language of the new 2021 Honda Accord Hybrid is a carryover in terms of design. The mid-size sedan comes with a refreshed look, and it features sweeping roofline. Thanks to that, Accord looks sporty, and it makes a standout in the segment. The 2021 Accord are visually the same as the 2020, but some parts look unique and more distinctive. I really like the looks. It is a recognizable design language with futuristic LED headlights and modern grille.

The Honda Accord rides on 17-inch alloy wheels, and the customers can buy optional 18-inch or 19-inch rims. Sport trim is in the offer once again. While it does not improve performances, I like the Accord Sport which adds plenty of sporty features, and it comes with lower ride height.

The 2021 Honda Accord Hybrid introduces a couple of updates inside the cabin. The mid-size sedan offers a modern

and spacious interior. I like that the Accord offers class-leading figures in terms of cargo capacity. There is room for five passengers, and the rear section can easily accommodate the adults. I have a couple of grandchildren who like their space, so this is perfect for them. The hybrid version won't depart from the gasoline-powered Accord. The interior room is the same and Accord is available in numerous trim levels.

The base trim level comes with a standard 7-inch touchscreen that's easy on the eyes and is compatible with Android Auto and Apple CarPlay. The new infotainment system is available, and the dashboard remains simple. Lastly, the base LX trim level offers numerous driver-assistance aids. Some are offered as standard, including lane-keeping assist, adaptive cruise control and automatic emergency braking. You can't go wrong with these features.

The 2021 Honda Accord Hybrid engine delivers more power and improved fuel efficiency. The hybrid system includes a 2.0-liter four-cylinder engine, combined with two electric motors and battery pack. The regular model delivers 143 hp and 129 lb.-ft of torque. However, a hybrid variant will produce up to 212 horsepower and 232 lb.-ft of torque. It is a significant improvement in terms of power, but the best part of the upcoming sedan is its mileage. According to various reports, Accord Hybrid will deliver around 48 mpg combined. A front-wheel-drive setup is standard, along with the E-CVT automatic transmission.

While the regular Accord starts at around \$24,000, new 2021 Honda Accord Hybrid will cost around \$30,000. To compare, the range-topping Touring trim costs \$38,000. There are five trim levels. I think you'll love the Honda Accord Hybrid. I sure do.



2021 Volvo XC90 - Luxury Midsize SUV Crossover

by Ella Patterson, Member of The Texas Auto Writers Assoc. & Texas Motor Press Assoc.

An appealing blend of style, safety features, and technology puts the 2021 Volvo XC90 firmly among the cream of the luxury midsize 3-row SUV/crossover class. New features for 2021 include a Care Key that allows owners to pre-program various limits for young drivers, a reduced top speed, and hazard light/slippy road alerts. These alerts are possible now that Volvo vehicles can communicate with each other, a function that can be retrofitted to earlier XC90 models.

Drivetrain choices center around a 2.0-liter 4-cylinder engine that's either turbocharged, turbocharged, and supercharged, or employing both of those forced induction methods while being part of a plug-in hybrid (PHEV) system. This latter drivetrain has been renamed Recharge for the 2021 XC90. Some people might prefer six cylinders or even eight, but the XC90's setups work well. There might also be resistance to relying on the touchscreen for many functions. However, the XC90's tech is well thought out and applied, including one of the best partially autonomous driving systems.

In T5 form, the Volvo XC90's 2.0-liter engine is turbocharged, with 250 horsepower, it does a competent though unremarkable job of motivating the XC90.

The T6 is a bit more interesting. By using both turbocharging and supercharging, it develops a remarkable amount of output from just four cylinders and two liters of displacement: 316 horsepower and a gutsy 295 lb-ft of torque, that you can feel during acceleration.

Recharge is the plug-in hybrid (PHEV) setup, augmenting the T6's engine with an electric motor to deliver the most power (400 horsepower) as well as the lowest emissions. Regardless of drivetrain, the 2021 XC90 handles itself with a quiet comfort, plus a hint of that typical European poise when driven harder.

- **PILOT ASSIST:** Pilot Assist combines adaptive cruise control and active steering to keep the XC90 in the desired lane, resulting in a partially autonomous driving system. Rivals have similar offerings, but this one is standard and among the smoothest we've tested.
- **BOWERS & WILKINS AUDIO SYSTEM:** This optional audio system (upgraded for 2021) is the epitome of premium sound. With 1,400 watts and 19 speakers, it's loud. But the quality is superb, even when playing files from a smartphone.